

# 4

# OTHER PLAN ELEMENTS

---

## Plan Elements: Overview

This section of the Comprehensive Plan describes additional Plan elements. Each element is best understood in the wider context of the Plan and other key planning and public policy documents, such as the Brookline Capital Improvement Plan. Each section outlines an overall vision, goals, policies, and strategies. The sequence of plan elements is:

- A. Historic Resources
- B. Natural Resources, Open Space, Parks and Recreation
- C. Land Use and Housing
- D. Economic Development
- E. Transportation and Mobility
- F. Town, School and Cultural Facilities

These elements and the key elements discussed in *Brookline Tomorrow* serve to satisfy the requirements of MGL c. 41, s. 81D for a comprehensive (or master) plan. They also satisfy the requirements of Executive Order 418 for a community development plan. A detailed discussion of how they meet these various state requirements is in the Appendix.

# Plan Elements:

## A. Historic Resources

### INTRODUCTION

**T**he historic resources of Brookline are a legacy left by the past to Brookline citizens of today through over three centuries of community change and evolution. The stewardship and enhancement of this legacy is critical if these resources are to be passed on to future residents.

### **HISTORIC RESOURCES VISION**

Brookline will continue to respect and utilize structures and landscapes with historic significance that are part of its legacy for the future.

---

## Trends and Challenges

Brookline has a distinguished history stretching back to colonial times. The Town's historic buildings and landscapes form a textured fabric that tells Brookline's story. Background information on this issue is included in the *Issues and Opportunities* report on Historic Preservation and as part of the Town's 1983 Historic Preservation Plan.

Sixteen State and National Register Districts have been designated in Brookline, more than 80 individual sites have also been listed on the state or national register. The registers only confer limited protection on listed sites, and then only if they are affected by state or federal actions. In contrast, buildings within the Town's three Local Historic Districts—Cottage Farm, Graffam-McKay, and Pill Hill—are protected by the requirement that an owner who wishes to make exterior changes seek a Certificate of Appropriateness from the Preservation Commission. The upcoming Tercentenary offers an excellent opportunity for public education on the diversity and range of historic sites in Brookline and the limited protection that most of them have.

The major tool available to Brookline for preservation of historic resources outside the Local Historic Districts is the Demolition Delay By-law, which allows the Preservation Commission to require a one-year delay and search for an alternative to demolition. The pressures of the real-estate market are affecting more and more historic structures, creating the need for additional creative solutions.



Smaller homes of historic significance are being demolished and replaced by larger single-family homes in southern Brookline. In northern Brookline, older single-, two-, and multi-family homes in districts zoned for higher density are being demolished and replaced by larger multifamily buildings. Often property owners will work with the Preservation Commission, the Planning Board, and the Board of Appeals to seek alternatives to demolition, but in some cases the owners are not interested in preserving the historic building. If after one year no alternative acceptable to the property owner can be found, the building can be demolished.

The use of regulatory tools such as Local Historic Districts or the Demolition Delay By-law sometimes raise concerns about property rights—much as one was true of the zoning we now take for granted. Such concerns must be weighed carefully against the need to preserve aspects of our collective heritage. In addition, a property that has maintained its historic character over time may be worth more than a property that has not, particularly one in a district of comparably preserved residences.

Preservation is about more than preserving buildings. It is also about preserving the cultural present and past of our Town. The Brookline Public Library has a large collection of books, pictures, letters, and other historical documents and artifacts. The Town Clerk's office and the Brookline Historical Society have similar collections. Brookline Access TV has an archive of videos relating to Town government and affairs. These items present a vivid picture of Brookline's past. Planning and funding are needed to preserve these items and display them. A formal structure combining the collections of the Library, Town Clerk's office, the Brookline Historical Society, and BAT would ensure cooperation and knowledge regarding our important holdings within the Town.



### **GOALS FOR THE FUTURE**

- Conserve Brookline's historic character.
- Enhance public understanding of Brookline history, historic buildings, and the limited protection currently available to many historic buildings.

### **POLICIES FOR DECISION MAKERS**

- Promote preservation of historic sites and resources through regulation and public education.
- Support an ongoing survey for identification of historic places and districts eligible for listing and local historic site designation.

## STRATEGIES

### Regulatory

- > *Make the Demolition Delay By-law more effective.*
  - Define in greater detail what kinds of substantial exterior changes constitute demolition for the purposes of this law.
  - Consider providing regulatory and financial incentives to support reuse of historic structures.
  - Consider providing the option to extend a stay of demolition if the owner fails to demonstrate a good-faith effort that adaptive reuse has been seriously considered.
  - Consider buildings and sites that may be eligible for listing as single building Local Historic Districts. A single-building Local Historic District would be created by Town Meeting in the same way as a larger local historic district but would apply only to one or more single buildings of special historic significance.

- > *Evaluate the potential of a landmarks by-law to give additional protection to historic sites outside of the Town's local historic districts.*

Cambridge and Barnstable provide two different models of landmark laws. In Cambridge, ten citizens can petition for landmark status for a building, subject to a study and recommendation by the Historical Commission, or the Historical Commission can initiate the process.

- > *Consider pursuing additional preservation restrictions on the most important historic sites that are currently without Local Historic District protection.*

Preservation restrictions (MGL Chapter 184, sec. 31-33) are voluntary donations to a preservation organization of the right to enforce preservation of historically appropriate elements of a building—typically a local preservation commission. The restriction can be limited to exterior features or include some interior features or historically appropriate uses of the property. The exact nature of the restriction and the enforcement rights are negotiated at the time of the donation.

- > *Consider the use of Neighborhood Conservation Districts (NCDs) in areas of Town with historic significance.*

NCDs are designated areas where modifications to structures must undergo some level of design review to minimize negative impacts to the historic character of the area. The level of review is generally less stringent than that of a Local Historic District.

NCDs have been used in Cambridge in areas where a Local Historic District is not an appropriate tool. NCDs are defined by a study report and would need to be approved by Town Meeting, similar to a change in zoning.

- > *Create incentives for adaptive reuse of historic buildings through zoning amendments and related requirements. These incentives could be used to promote adaptive reuse during the demolition delay period.*

Zoning requirements, particularly off-street parking requirements, can make adaptive reuse of historic buildings very difficult. The “public benefits” section of the Zoning By-law could be amended to give the Board of Appeals discretion to relax parking and other requirements in order to encourage the preservation and reuse of historic buildings.

- > *Evaluate inclusion of heritage trees, landscape elements, and other structures (including public property and infrastructure) as part of their designation of historic resources or changes in historic districts.*

Value is increasingly being given to preservation of historic resources as an ensemble, not simply as isolated structures. The designation of historic resources should include attention to landscapes associated with historic buildings, designed landscapes, appropriate signage, and infrastructure.

### **Management and Planning**

- > *Use the Tercentenary Year for public education on historic protection opportunities and for celebrations including local artists and arts institutions.*

- > *Create and distribute educational materials on historic resources for neighborhoods and property owners.*

The Preservation Commission has created brochures, walking tours, and other materials for historic districts and listed sites. During the Comprehensive Plan process, participants expressed a desire for educational materials or references that can help property owners understand the historic value of their properties and make changes appropriately.

- > *Support the organization of public and private programs to install historic markers and plaques on public and private buildings for the Tercentenary and beyond.*

Brookline has few historic markers and no program for providing plaques to private property owners. Typically, historic mark-

ers are installed by or under the direction of public bodies, such as the Preservation Commission. Plaques for private residences are often provided for a fee by historical societies, along with a history of the house. This kind of program has been very successful in Providence, where it has helped develop a strong historic-preservation constituency.

- > *Develop a system for climate-controlled preservation of historic documents and materials of significance to the Town.*

Brookline has many historic items not currently stored in ways that guarantee their long-term preservation. The Town should identify storage and maintenance needs for these items.

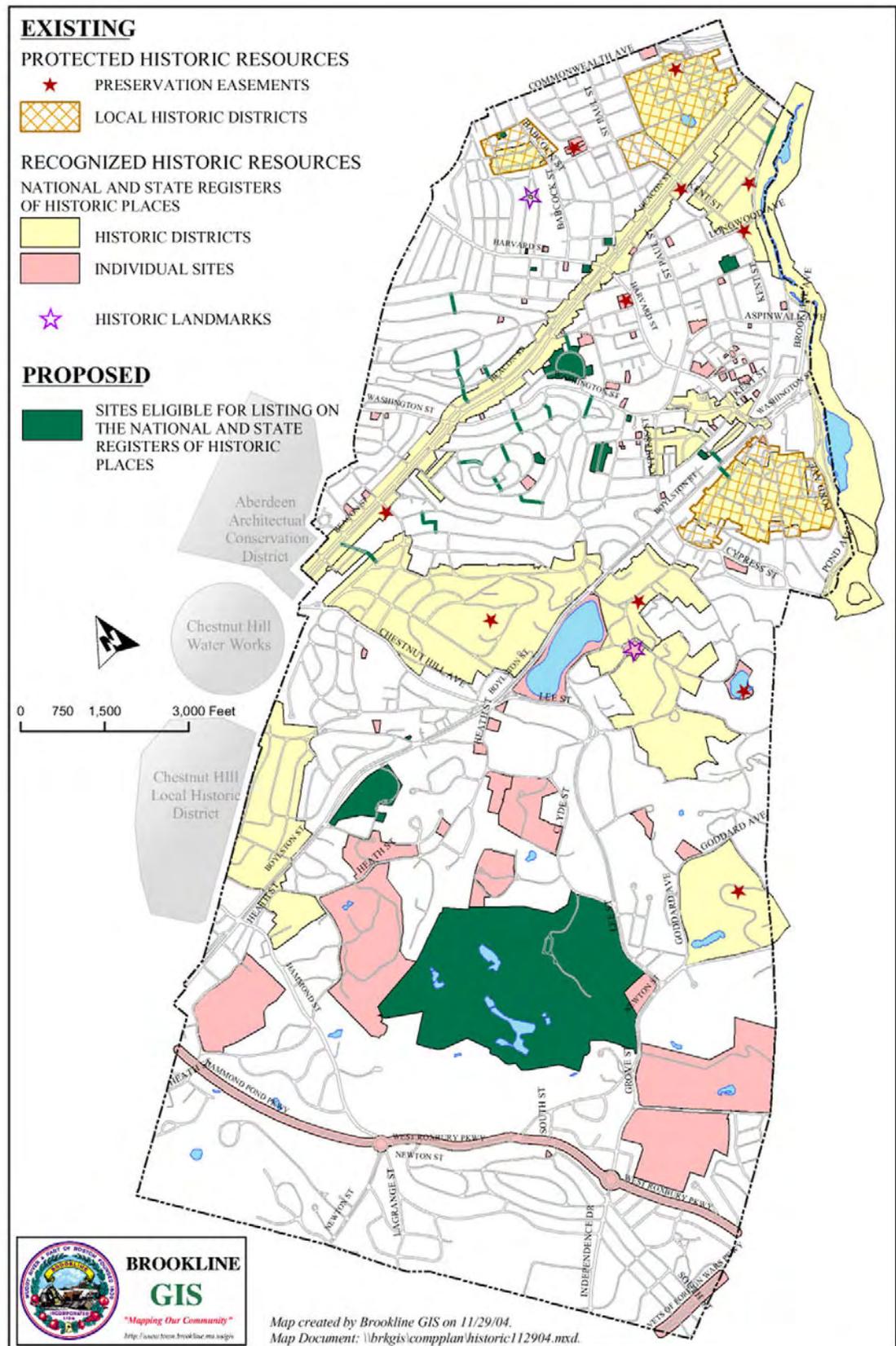
### **Design and Physical Improvements**

- > *Repair and restore Devotion House, the Putterham School, and Widow Harris House based on Historic Structures Reports.*
- > *Prepare a list of other at-risk, town-owned buildings, such as the gate house at the base of the Brookline Reservoir dam.*
- > *Develop a long-term program to bury utility wires within historic districts.*
- > *Develop a program to make sure public signage is designed and installed to be compatible with local historic districts to the degree possible.*
- > *Ensure that significant historic landscape features are protected.*
- > *Enhance the Commission's working relationship with the Planning Board and Board of Appeals for design review of historic structures and buildings in historic districts.*

### **Financial**

- > *Develop criteria for providing CDBG or other funding to assist rehabilitation for preservation of buildings affected by the Demolition Delay By-law that would include affordable housing or job-creating businesses.*
- > *Seek grants and other support for the continued inventory of historic buildings and sites.*
- > *Seek partnerships with private groups and consider fee-based services to promote education about historic resources, such as plaque programs, especially during the 2005 Tercentenary.*

# Map 4: Historic Resources





# Plan Elements:

## B. Natural Resources, Open Space, Parks and Recreation

### INTRODUCTION

**N**atural resource and open space protection are critically important to the future of Brookline. These resources are irreplaceable. Open spaces contribute to both environmental health and economic value. A diverse range of open spaces provide active and passive recreation opportunities for all neighborhoods. The quality of our air, water, wetlands, and microclimate are influenced by our extensive public and private open space system. Stormwater and flood control rely on open space and natural resource maintenance and management. Wildlife habitat is created by open space and greenways in both urban and suburban settings. The presence and vitality of open space as part of neighborhood and commercial streetscapes is essential to residential livability and the appeal of commercial areas.

The Comprehensive Plan recognizes the various challenges that face efforts to conserve natural resources and open spaces as well as create new opportunities. The Plan builds upon the prior work of the Town's Open Space Plan and its Local Action Plan on Climate Change. Background information for this section is included in the *Issues and Opportunities* reports on open space, recreation, sustainability, and water quality.

### **NATURAL RESOURCES, OPEN SPACE, PARKS & RECREATION VISION**

Public open space throughout the Town will be preserved and enhanced, and every opportunity will be taken to add new open spaces and programming. To the extent possible, efforts will be made to preserve and protect private open spaces.

# NATURAL RESOURCES

## Trends and Challenges

Brookline's natural resources and systems have been significantly altered over the nearly four-century course of the town's development from a colonial farm settlement to the urbanized community of today. The town's seven drumlins range from 240 to 310 feet, marking the landscape and helping to create distinctive residential neighborhoods. Wetlands at Hall's Pond and Amory Woods recall the much larger Cedar Swamp of which they were a part. Although the majority of the



nine streams and brooks that once ran through Brookline have been channelized and piped below ground, the Muddy River remains Brookline's major natural resource corridor. Frederick Law Olmsted's design for the Emerald Necklace reshaped the Muddy River and its marshes in the late nineteenth century to help restore lost function as a flood storage area as well as to create a park and wildlife corridor. The remaining major wetlands in Brookline are located at Hall's Pond, Lost Pond, D. Blakely Hoar Sanctuary, Allandale Farm, Sargent's Pond, along Hammond Pond Parkway, and at Putterham Meadows golf course. Several smaller wetland systems remain as well. These wetlands continue to provide essential environmental services in the form of flood storage, filtration of polluted runoff, and habitat. The state Wetlands Protection Act governs activities in these wetlands. Nonetheless, some wetland resources are not protected and, in many communities, the oversight of activities in wetlands is greater than in Brookline. As a member of the Massachusetts Water Resources Authority,

Brookline does not depend on water resources within the town for drinking water or wastewater disposal, though some private septic systems still exist.

The urban forest we see today was created by Brookline residents, who planted trees in parks, along streets, and on private property. Although some natural systems have been compromised over time, many of the town's neighborhoods and parks are designed landscapes with ecological value created by sensitive development. Because they are man-made, these resources need ongoing management and stewardship. The challenge for the future is to maintain, enhance, and restore the remaining natural resources and systems in Brookline.

The main focus for natural resources planning is on improving water quality and on enhancing the ecological integrity and wildlife value of the town's remaining natural areas. The areas of most importance are:

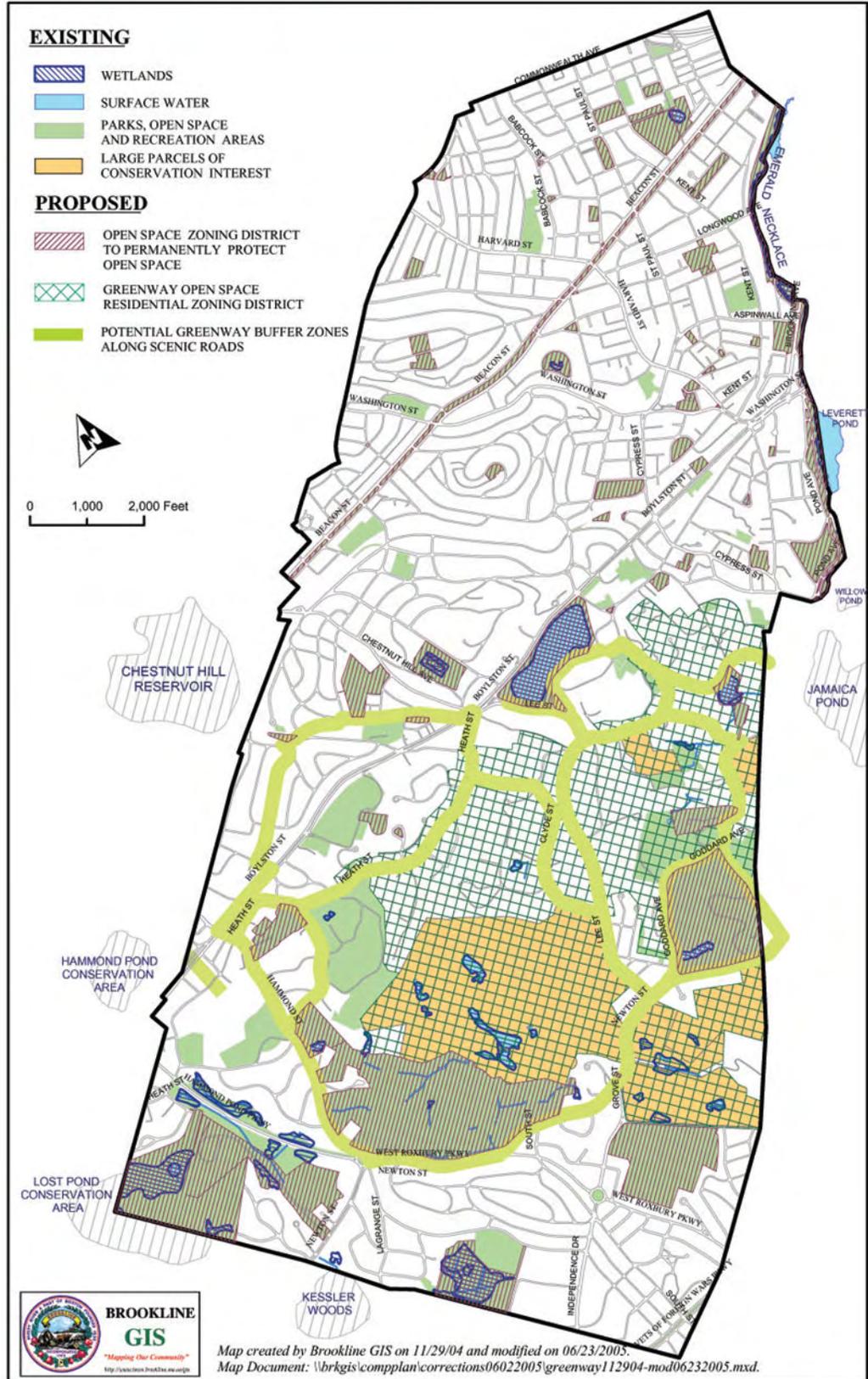
- *Stormwater management and minimizing impervious surfaces.*  
Development brings the expansion of pavement and other impervious surfaces that keep stormwater from infiltrating through vegetation in a cleansing process. Stormwater flowing over streets and parking areas collects pollutants and deposits them in streams, wetlands, and ponds, and in the storm drainage system, where they are piped to Boston Harbor rather than recharging the ground locally. The increased velocity of stormwater flowing from impervious surfaces contributes to flooding and to changes in stream channels. (Runoff from lawns is only slightly slower than from impervious surfaces, while ground cover, shrubs, and trees provide superior infiltration and stormwater control.)

- *Nonpoint source pollution.* Because the major, identifiable (or “point”) sources of water pollution, such as industries and sewer systems, are now highly regulated, “nonpoint” sources of pollution are now the biggest source of pollution to wetlands, streams, ponds, and the stormwater drainage system. In communities like Brookline, nonpoint source pollution results primarily from household landscape practices, such as the use of herbicides, insecticides, and fertilizers, and from stormwater carrying petroleum products, metals, salts, and other pollutants from streets, sidewalks, and parking areas.

- *Protection of upland edges of wetlands and the edges of sanctuaries.*  
The remaining wetlands in Brookline perform important environmental functions such as removal of pollution and flood control. Wetlands, ponds, and streams, particularly those within Brookline's conservation lands (the sanctuaries) also provide the most diverse wildlife habitat in the town. Development too close to the edges of these resources results in pollution, eutrophication, and the spread of invasive, nonnative vegetation. Eutrophication is the



# Map 5: Natural Resources



filling in of ponds when excessive nutrients (often resulting from stormwater runoff containing fertilizers and other chemicals) result in the growth of algae and other plants.

- *Environmental management of sanctuaries.* Because Brookline's sanctuaries are located within a highly urbanized region, they require active environmental management to maintain their ecological and recreational value. For example, many invasive exotic plant species have low wildlife habitat value and crowd out more diverse native vegetation. If these exotics are not controlled, they create monocultures that reduce both plant and animal diversity.
- *Promotion of wildlife corridors and connections.* Continuous waterways and corridors of land in a natural state provide the most robust connected habitat for the widest diversity of wildlife. The Muddy River portion of the Emerald Necklace serves such a role in Brookline. However, connected, protected open spaces still play a very important role in urbanized areas, even if streets function as barriers to the movement of some kinds of wildlife. The Charles to Charles Corridor, which includes the Emerald Necklace and adjacent large public and private open spaces in South Brookline, serves as such a corridor. More modest vegetated linkages, such as continuous street trees also provide niches for wildlife.
- *Stewardship of the urban forest.* Brookline's street trees, as well as trees in parks and on private property, contribute to the town's environmental health by providing shade, removing carbon dioxide from the air, and providing other benefits. Because they live in harsh conditions, street trees need regular inspection, care, and replacement.
- *Preservation of hemlock trees.* Brookline's urban forest contains many hemlock trees. Hemlocks in many portions of the East Coast, including Brookline, are being attacked by a destructive insect, the Woolly Adelgid. Advanced infestations are difficult to control but early observation and use of insecticides can slow, and in some cases halt, destruction.

---

## Plans and Major Projects Underway

Since the late 1990s, Brookline has begun a series of important infrastructure and management projects that will have significant natural resources benefits:

- 1998 *Wastewater System Master Plan* and 1999 *Stormwater Management Master Plan*. These master plans are being implemented

to investigate, remediate, and rehabilitate storm-drain systems in order to remove potential sanitary-sewer connections, improve system capacity and discharge-water quality, and to rehabilitate the sanitary sewer system. Implementation of these plans includes meeting the EPA's Phase II Stormwater Standards.



- 2001 *Emerald Necklace Master Plan*, including the Muddy River Restoration Project. Implementation of this Plan in Brookline includes restoration and improvement of the Olmsted Park and Riverway, and remediation and restoration of Willow and Leverett Ponds.
- 2002 *Local Action Plan on Climate Change*. In April 2000, The Board of Selectmen passed a resolution for Brookline to participate in the Cities for Climate Protection Campaign. As a result of that commitment, the Town completed a Greenhouse Gas Emissions Inventory and Report in 2000, set a goal of reducing emissions in 2010 to 20% below 1995 levels, and completed the Local Action Plan. The Action Plan describes measures the Town has already taken to reduce emissions and proposed a variety of actions to further reduce emissions. Many of the elements of the Comprehensive Plan will advance Brookline towards implementing the Local Action Plan.
- 2002 *Town of Brookline Sustainability Inventory*. The inventory contains recommendations for Town actions to promote sustainability, such as promoting green building, increasing the procurement of environmentally friendly products, and encouraging green business practices. The Comprehensive Plan builds on many of the recommendations of the inventory, from increased affordable housing production to regional cooperation on watershed protection.

---

## BROOKLINE OPEN SPACE

		NUMBER OF ACRES	PROPORTION OF TOWN ACRES
Permanently protected from development	<i>public</i>	457.76	10.5
	<i>private</i>	48.24	1.1
Unprotected	<i>public</i>	145.99	3.4
	<i>private</i>	502.7	11.6
<b>Total</b>		648.69	15.0

*Source: Open Space 2000*

## **GOALS FOR THE FUTURE**

- Improve the water quality of Brookline’s ponds.
- Protect remaining wetlands through management of upland edges of wetlands.
- Restore and maintain sanctuaries for wildlife and passive recreational use.
- Protect and enhance wildlife habitat by managing waterway corridors and adjacent open spaces to provide niches for wildlife.
- Improve air quality by incremental implementation of Brookline’s Local Action Plan on Climate Change.
- Reduce energy consumption through town purchasing decisions.
- Protect Brookline’s urban forest.

## **POLICIES FOR DECISION MAKERS**

- Minimize stormwater runoff and maximize infiltration of stormwater to reduce nonpoint source pollution.
- Control and eventually eliminate invasive exotic vegetation in sanctuaries.
- Seek linkages and connections for wildlife habitat.
- Continue and expand the public outreach and education program on best landscape practices for individual property owners.
- Continue collaboration with “Friends” groups, neighboring jurisdictions and agencies on shared watershed, conservation, habitat, and air quality resources.
- Promote “green” building.
- Seek to promote renewable energy and sustainability in town purchasing decisions.
- Implement the Local Action Plan on Climate Change.

## STRATEGIES

### Regulatory

- > *Adopt a local wetlands by-law to enhance protection and oversight of remaining wetlands in Town.*
- > *Include promotion of green building standards in development review.*
- > *Consider adopting a sanctuary buffer zone by-law.*
- > *Include considerations of permeability, infiltration of stormwater, and nonpoint source pollution in any revisions of open space requirements and off-street parking requirements in the Zoning By-law.*
- > *Reconsider a Heritage Tree By-law based on recommendations of the Moderator's Committee*  
In 2004 Town staff expressed concerns about implementing such a by-law without additional personnel. This concern must be a factor in considering a Heritage Tree By-law; the decision should take into account the chances for fair and efficient implementation.

### Management and Planning

- > *Continue implementing the 1999 Stormwater Management Plan.*
- > *Adopt a Town conservation-restriction program.*
- > *Continue implementing the 1998 Wastewater System Master Plan.*
- > *Continue implementing the Emerald Necklace Environmental Improvements Master Plan.*
- > *Create a Street Tree Master Plan identifying locations, species, and management requirements.*
- > *Promote private conservation restrictions to protect wetland edges and other environmentally sensitive areas.*
- > *Promote formation of more "friends" groups. Hall's Pond, Lost Pond, and the D. Blakely Hoar Sanctuary already have such groups.*

- > *Identify and certify vernal pools.*
- > *Use conservation areas for a Town-based school environmental curriculum.*
- > *Continue the community education and outreach program on nonpoint-pollution reduction through private landscape best management practices, and expand the program to include information on backyard ecology and suburban/urban wildlife habitat. Materials are available from the state and environmental groups at: [http://www.mass.gov/envir/mwrc/pdf/More\\_Than\\_Just\\_Yard.pdf](http://www.mass.gov/envir/mwrc/pdf/More_Than_Just_Yard.pdf)*
- > *Promote and disseminate information on permeable alternatives to asphalt for parking areas.*
- > *Increase procurement of environmentally friendly products. Assistance in expanding an environmental procurement program is available from the state's Environmentally Preferable Products Procurement Program.*
- > *Promote municipal purchase of renewable energy through consortia of towns.*
- > *When new municipal vehicles are needed, purchase hybrid vehicles when possible.*

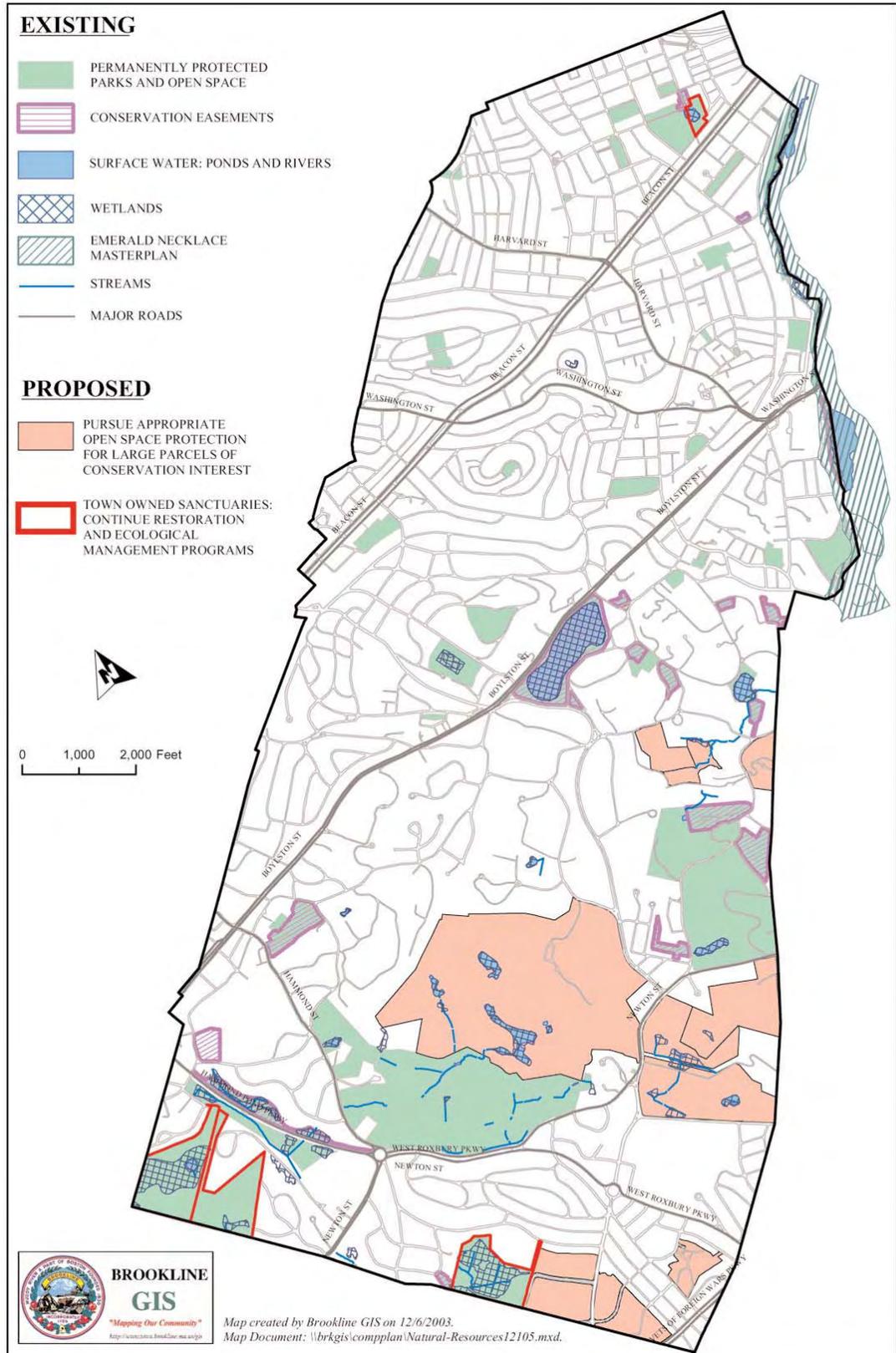
### **Design and Physical Improvements**

- > *Continue improvement and rehabilitation program for Lost Pond Sanctuary.*
- > *Rehabilitate the forest in conservation areas.*
- > *Analyze, improve, and repair the storm drain system.*
- > *Restore and improve small green open spaces program.*
- > *Monitor hemlock trees for woolly adelgid infestations, take action with early infestations, and remove hazardous hemlock trees.*

### **Financial**

- > *Pursue state and other grants as appropriate, as well as appropriating town funds.*

# Map 6: Open Space, Parks and Recreation



# OPEN SPACE AND PARKS

---

## Trends and Challenges

*Open Space 2000: Analysis and Plan for Brookline Conservation, Parks and Recreation*, the Town's state-approved open space and recreation plan prepared by the Conservation Commission, is the foundation of the Comprehensive Plan's recommendations on open space. The Plan identifies a total of 1,159 acres of open space, 26.6 percent of the town's acreage, including lands that are protected and unprotected, both public and private. There are 506 acres of permanently protected open space in Brookline, 11.6 percent of the town's land area. While most of this is publicly owned, the private nonprofit Brookline Land Trust owns 9.28 acres in four parcels and 38.96 acres of private property are protected in nine conservation restrictions. The 603.75 acres of publicly-owned open space, of which approximately 460 acres are protected, includes parks, playgrounds, conservation lands, cemeteries, and small spaces such as traffic islands, and constitutes 13.88 percent of the town's land area. In addition there are 502.7 acres of extensive open space in private institutions, religious organizations, agricultural land, and recreational land that is not protected from development. Most of this land is located in southern Brookline and not under immediate threat of development, but protection of the open space character of these areas is an important long-term concern.

At the same time, the smaller open-space resources in more densely-built parts of Brookline are equally significant to the town's quality of life. In addition to protecting existing parks and playgrounds in North Brookline and pursuing opportunities for new open space, other open space concerns focus on the relationship between public and private open space. These issues include the public's interest in seeing open space from public places, even if the open space is privately-owned, for example in the amount of ground-level open space required in private development projects.

Finally, although some fragile public open space resources may be appropriately protected from too much use, most of the town's public open spaces should be made as accessible as possible for the enjoyment of residents.



## GOALS FOR THE FUTURE

- Protect significant unprotected open spaces, such as Allandale Farm.
- Establish a network of open space corridors and greenways.
- Exercise stewardship through excellent maintenance of existing open spaces.
- Incorporate protection of open space in town development policies, regulations and guidelines.
- Maintain and improve recreational access to open space.

## POLICIES FOR DECISION MAKERS

- No net loss of open space Townwide.
- Balance Town interests in affordable housing, commercial development, and open space when opportunities arise.
- Enhance and maintain green open spaces in all parts of town.
- Protect priority open spaces identified by the Conservation Commission and Park and Recreation Commission through appropriate means, whether private, regulatory, or public.
- Provide safe and attractive pedestrian and bicycle access to all major open space destinations.

## STRATEGIES

### Regulatory

- > *Create an open space zoning district for permanently protected open space.*

Many communities reinforce the protection of open space by putting all permanently protected open space in an open space zoning district. The zoning typically limits the amount and size of any buildings and restricts buildings and uses to those that support open space purposes.

- > *Create a greenway buffer zone on designated roads.*

The open space visual character of specific roads identified in the Recreation Map as part of the Brookline Heritage Greenway Trail should be preserved by requiring buffer zones in the

Zoning By-law that must be vegetated and kept free of structures and pavement, with the exception of some fences and driveways no greater than one lane wide. The size of the buffer zone should be determined after completion of a study of the affected land parcels.

- > *Create Greenway Open Space Residential (GOSR) cluster-subdivision zoning by right for existing one-acre and one-quarter-acre districts zoned for single-family houses.*

Construction of single-family homes to the extent permitted by zoning (conventional single-family development) on large parcels in Brookline would detract from the open space character of the area. Conservation-oriented development could allow the preservation of significant open space without requiring acquisition by the Town. Recently passed state legislation allows for cluster or open space residential development by right instead of through a special permit process with an underlying conventional zoning district. A revised Town zoning article focused on preserving open space character coupled with the site plan and design review process would provide the Town with a considerable role in shaping the character of a by-right residential development. This zoning tool would introduce a new environmental assessment process for a priority parcel or site prior to submission of a subdivision, cluster, or other residential development plan. Through this process, housing could be sited on less sensitive portions of the site.

- > *Create Planned Development District overlays.*

Planned Development District (PDD) overlays should be established as a special permit process for the large parcels of conservation interest that have been identified by the Conservation Commission. Although most of the institutional properties would be included under the GOSR by-right zoning districts described above, the PDD process would provide an additional level of flexibility to master plan these parcels by special permit. At the same time, the PDD would require an additional level of review on the part of the Town. The PDD by-law would include a series of standards and guidelines to be met in the areas of site planning, open space, affordable housing, building type, parking, and so on, while allowing for sensitive and innovative design of the site to accommodate a variety of uses and activities.

- > *Review requirements for open space in the dimensional requirements to assure the proper balance between vegetated/permeable open space and impervious areas; between ground-level open space and open space in terraces, balconies, or roof terraces; and in mixed-use projects.*
  - Currently, required open space is defined as “usable,” including “landscaped open space” as a subset of “usable open space.” In residential districts, usable and landscaped open space are required as a percentage of a building’s gross floor area.
  - Non-residential zoning districts do not have any open space requirements at present; such a requirement should be considered.
  - In special circumstances, consideration should be given to the provision of off-site contributions to the open space system in the Town.
  
- > *Review the public benefits sections of the Zoning By-law in relation to open space benefits and the 20,000 square foot minimum lot size required for granting of public benefits.*  
Define or illustrate with more detail the amount and kind of usable and landscaped open space that will qualify in order to inform project proponents of what kinds of benefits are desired.
  
- > *Review setback requirements adjacent to sanctuaries and other town-owned open space for possible increases.*
  - An increase in setback requirements at the borders of sanctuaries may be needed to enhance the extent of upland buffers to wetlands and to enhance their visual appeal.
  - Discretionary power could be granted to the Planning Board and the Board of Appeals to recommend and grant increased setbacks or other plan modifications when a development proposal abuts town-owned open spaces.
  
- > *Evaluate requiring a percentage of permeable open space on single-family zoned residential lots, potentially through using lot-coverage maximums.*
  
- > *Consider allowing vegetated parking areas that can support vehicles in developments whose parking requirements are lower than required by zoning. These are created by the use of innovative paving that is permeable and allows grass to grow.*

- > *Investigate strategies for purchase and transfer of development rights (TDR) as they might relate to open space opportunities.* TDR is a strategy to preserve open space by taking all or part of the zoned development capacity (floor area ratio or dwelling units) from one parcel, known as the sending parcel, and adding it to the existing development capacity of another parcel, known as the receiving parcel. Within a small and relatively built-up community like Brookline, a TDR strategy is most likely to be possible where the sending and the receiving parcels are in the same ownership and the additional development on the receiving parcel will not create unacceptable impacts on abutters.
- > *As part of the recommended district and neighborhood planning efforts, consider interim planning overlay districts to insure neighborhood and open space protection during these important planning efforts.*
- > *Recommend state legislative reform to repeal Approval Not Required (ANR) language in state law. This language permits many landowners abutting public ways to create small lots by right, without regard to the characteristics of the land or environmentally sensitive areas.*

## **Financial**

- > *Actively fund the existing Open Space Trust Fund.*
  - Towns capitalize their open space funds on an occasional basis, when Town Meeting wishes to appropriate capital improvement funds to acquire or conserve open space. Other towns have voted to bond funds up to a specific amount for protection of identified priority open spaces (which could be through acquisition or through measures such as purchase of development rights). Fees for special events or other uses of town open space, developer contributions, and private contributions could also go into an open space trust fund. The fund could also serve as a revolving fund for the purchase of development rights or transfer of development rights.
  - The Town has limited resources and many demands for free cash and other funding sources. However, the Open Space Trust Fund is an important resource that should be funded whenever extra resources become available.
- > *Seek state and private funding to match local funds.* Competitive grant funds are generally available for open space purposes from the state and, in some cases, from private groups.

- > *Work with “friends groups” to raise funds for improvements and protection.*

Brookline is fortunate to have a very active Greenspace Alliance and numerous “Friends” groups that take a special interest in particular open space areas. These volunteers are a crucial resource for hands-on work such as nature inventories, trail creation, some maintenance and clean up activities, and for fund raising.

- > *As part of the 2005 Open Space Plan, define an outreach program to private property owners that will include both strategies and incentives to enable land owner participation in open space conservation.*

- > *As part of the 2005 Open Space Plan, develop a program that will encourage and enable property owners to establish open-space conservation restrictions within designated greenways and on priority parcels.*

### **Management and Planning**

- > *Look for opportunities to create vest pocket parks or community greens from existing resources.*

Particularly in North Brookline, but in the town as a whole, it is important to seize opportunities to create small open spaces. These opportunities may arise in the case of demolitions on small lots, sale and new development of institutional properties, and public building and rehabilitation projects.

- > *Develop landscape standards as part of neighborhood and district plans.*

The proposed neighborhood and district plans should include landscape guidelines for new development, such as minimum standards for groundcover, shrub, and tree planting, for fencing, and for the use of permeable materials in unplanted open space areas such as pedestrian ways and patios.

- > *Develop and disseminate trail maps, including maps for the proposed Heritage Greenway Trail.*

Maps showing existing and proposed trails and pedestrian routes along with information on the natural and cultural heritage of Brookline can be developed with the assistance of volunteer groups such as the “Friends” groups and the Brookline Greenspace Alliance to create interest and support for enhanced trail access and open space protection. *Exploring the Paths of*

*Brookline* by Linda Olson Pehlke, a book published in 2001, is one model for this kind of work. Compact maps that can be carried while walking or biking would also be valuable.

- > *Update the Open Space Plan in 2005 to maintain state approval and eligibility for open space funding.*

The Conservation Commission should take the lead on this updating process. The Open Space Plan should seek to identify types of valuable unprotected open space and, where possible, parcels, along with the environmental and community values that make these spaces significant. These characteristics will assist in the development of the proposed Greenway Open Space and Recreation subdivisions, described above.

- > *Include boards and commissions with planning and regulatory responsibilities in the development of a system of interboard and commission notice and coordination for development review*

- > *Seek collaboration with neighboring communities in the management of common open space resources such as Lost Pond Conservation Area.*

- > *Preserve the visual character and contribution of privately owned open space throughout Brookline, particularly in higher density residential neighborhoods where both physical and visual access to open space is limited.*

- > *Consider creating a standing task force representing open space, affordable housing, and commercial interests to balance these competing interests and set priorities for specific parcels.*

Such a joint committee could enable the Town to respond preemptively in a coordinated way to some of the difficult choices regarding trade-offs between these important public goods.

### **Design and Physical Improvements**

- > *Create a Brookline Heritage Greenway Trail.*
  - This trail is proposed as a combined pedestrian and bicycle route to link all major open space, school, pedestrian path, and cultural destinations. After the route is laid out, simple early implementation phases, such as a trail map and basic signage, could help build support for later phases requiring more investment.

- The conceptual trail route would provide a way to link Brookline neighborhoods across the Route Nine and Putterham Circle barriers with signal adjustments, curb extensions, crosswalks in materials other than asphalt, and signage. Specific intersections would be identified during initial layout of the trail route.

> *Commercial open space, which consists primarily of sidewalks, street trees, and other pedestrian amenities, should be maintained and improved.*

The recommendations of the Commercial Areas streetscape master plan should be implemented.

## RECREATION

### Trends and Challenges

In 2001 the Brookline Recreation Department commissioned an assessment of recreation needs through a written survey, focus groups, and a public meeting. Among the major findings of this study are:

- The most frequently visited facilities are neighborhood parks and athletic fields.
- The majority of respondents have used the Larz Anderson Park Picnic Area.
- Over two-thirds of respondents indicated an interest in these areas (in order of popularity): performing arts, outdoor fitness, indoor fitness, arts and crafts, environmental activities, special events, aquatics, self-improvement, and sports and athletics.
- The most important needs are park beautification, nature areas, nature walks and hiking trails, a year-round fitness center, and restrooms.
- The most significant program needs are for summer concerts (which currently exist), programs for adults, and exercise classes.
- More than 50% of respondents believe Brookline needs a year-round fitness center, a multi-use central sports center, an outdoor pool, and athletic fields.
- Nearly 90% of respondents are willing to pay user fees for new recreational opportunities.
- Second only to lack of time, the greatest barrier to participation or attendance was lack of information.

Some existing facilities are used by relatively small numbers of respondents: the skating rink, tennis courts, Main Gym, golf course, and Soule Recreation Center. The consultants who prepared the needs assessment suggested that the level of usage for the existing pool and

skating rink and of the gym and Soule Recreation Center should be evaluated when considering new facilities. It may be possible to expand the way existing resources can meet newly identified needs before building new facilities.

Cooperative athletic-field-use agreements exist with four of Brookline's private educational institutions: Beaver Country Day School, Park School, Hellenic College, and Pine Manor College. An athletic field is planned for the landfill site, which should alleviate some of the competition for limited field space and times. In addition, a field is expected to occupy some of the open space portion of the Fisher Hill reservoir reuse site.

---

## Existing programs and facilities

The Recreation Department offers a wide variety of recreation programs serving Brookline residents of all ages, such as the following:

- RAFT – Recreation Activities for Teens
- Brookline Golden Age Club
- Brookline Swimming Pool programs
- Summer Day Camps
- Putterham Golf Course
- Main Gym leagues
- Larz Anderson skating rink
- Soule Recreation Center
- Early childhood and after school programs
- Environmental Education programs

A recreation revolving fund program covers all costs of programming.

The Town has several new and ongoing master plans for important parks and recreational facilities:

- Larz Anderson Park
- Putterham Golf Course
- Emerald Necklace
- Newton Street Landfill

## GOALS FOR THE FUTURE

- Provide more outdoor fitness opportunities, such as hiking trails.
- Provide more indoor fitness opportunities.
- Provide additional performing arts opportunities.

## POLICIES FOR DECISION MAKERS

- Continue maintaining and beautifying parks.
- Expand the number of fields and availability of programs to residents of all ability levels.
- Expand outreach and publicity about recreational facilities and programs.

## STRATEGIES

### Management

- > *Prepare a Park and Recreation facilities master plan through collaboration of the Department of Public Works' Division of Parks and Open Space, Recreation Department, School Department, School Committee, Conservation Commission, and the Park and Recreation Commission.*
- > *Continue maintenance and beautification of parks.*
- > *Prepare a feasibility study for a fitness center.*
- > *Prepare a feasibility study for an outdoor pool.*
- > *Develop performing arts programs such as children's theatre, and classes for adults and children.*
- > *Implement the nine-year hole golf course capital plan.*
- > *Continue to pursue opportunities for access to recreational facilities and for joint public-private financing of recreational facilities.*

### Design and Physical Improvements

- > *Organize a collaborative process including the Preservation Commission, Conservation Commission, and private groups to*

*locate, develop, design, and sign a Brookline Greenway Heritage Trail as a townwide pedestrian and bicycle route.*

- > Maintain and reconstruct public paths when needed.*
- > Pursue master plans and improvement programs for parks including Monmouth Park, Larz Anderson Park, Riverway Park, Dane Park, Winthrop Square and Longwood Mall.*
- > Pursue playground and playing field improvements including upgrading equipment and fields.*
- > Rehabilitate and upgrade recreational facilities including the swimming pool, tennis courts, basketball courts, and the golf course.*
- > Identify a site for an indoor rink and prepare a feasibility study.*



# Plan Elements: C. Land Use and Housing

## INTRODUCTION

**B**rookline in 2015 will be home to between 56,000 and 61,000 people. These estimates can be compared to a population of just over 57,000 in 2000, and almost 59,000 in 1970.

The character and quality of life in the town's neighborhoods is one of the Brookline's key attractions, and maintaining that quality of life will depend on understanding and managing change in land uses in the Town. Brookline's many advantages as an appealing residential community close to Boston have made its housing among the most expensive in the state. These features also make the town attractive to developers – providing they can find land or redevelopment opportunities.

The discussion in this Plan Element focuses on the issues of market-rate and mixed-income residential development. Affordable housing is discussed in its own Plan Element. Commercial development is discussed in the Economic Development element. Much of the discussion in the Neighborhoods and Districts key element also pertains to land use issues.

### **LAND USE AND HOUSING VISION**

Any new development proposed in Brookline will demonstrate that it complements existing uses and the character of the Town as a primarily residential community with a particular range of building types and densities.

# Population Trends

Brookline’s population peaked in 1970 at 58,886 and its demographic profile has changed substantially over the last generation. Some of these long-term changes reflect national demographic trends, such as smaller household size, more single-person households, fewer family households, a reduction in the school age population, and increases in the pre-school age population. For example, the average household size in Brookline has dropped from 2.76 persons in 1960 to 2.18 persons in 2000. The senior citizen population grew as a proportion of the population during the 1970 to 1990 period but declined somewhat in a proportional sense between 1990 and 2000. Further details on these long-term trends are available in the *Issues and Opportunities* report on Housing.

## BROOKLINE POPULATION & HOUSING CHANGES, 1990–2000

	1990	2000	% Change
Total population	54,718	57,107	4.4
Total households	24,357	25,594	4.7
Total housing units	25,353	26,413	4.2
Total owner-occupied year-round housing	10,500	11,583	10.3
Total renter-occupied year-round housing units	13,857	14,011	1.1
Vacancy rate for ownership year-round units	0.7	0.5	-28.6
Vacancy rate for rental year-round units	1.5	2.1	40

Source: US Census 1990, 2000

In the 1990s, Brookline’s population grew modestly but the number of households grew slightly faster than the population, reflecting smaller household sizes. While a majority of housing units continued to be occupied by renters, the proportion of owner-occupied units increased significantly, while the number of rental units increased very little.

Family households (persons related by blood or law) in 2000 constituted 66% of all owner-occupied households and 34% of all renter-occupied households. Families with children made up 30% of all owner occupants and 17% of all renter households. Compared to the larger region, Brookline has fewer households with children, more single-person households, and more households made up of unrelated persons.

Brookline has a higher proportion of its population in the young adult (20 to 34) age group and a smaller proportion of children and of elderly than the metropolitan region’s 20 Inner Core communities. People in the retirement age group appear to be leaving Brookline.

**HOUSEHOLD TYPES, 2000 (% OF TOTAL HOUSEHOLDS)**

	Brookline	Greater Boston (161 Cities/Towns)
Single Person Households	37%	29%
Unrelated Person Households	15%	8%
Households with children under 18	22%	30%
Married Couples	39%	48%
Female-Headed Households with children	4%	6%

*Source: Greater Boston Housing Report Card, 2002*

**Growth Trends**

After a growth spurt during the 1960s, when Brookline added an average of 358 new housing units annually, the average increase in housing units every year has remained remarkably stable. Since 1970, Brookline has added an average of 107 units of housing every year. Housing growth over the course of the 1990s conformed to this model: 1,060 units created during the decade for an annual average of 106. If Brookline were to continue this average annual level of housing production until 2020, the number of housing units in Town would be 27,483 in 2010 and 28,553 in 2020.

**GROWTH IN HOUSING UNITS, 1970–2000**

<i>Year</i>	<i>Units</i>	<i>Average Annual Growth</i>
<b>1970</b>	23,213	357.6
<b>1980</b>	24,369	115.6
<b>1990</b>	25,353	98.4
<b>2000</b>	26,413	106

*Source: US Census*

In a broad statistical sense, Brookline did not grow more rapidly during the 1990s than in the previous two decades. There is no reason to expect that the pace of growth is likely to be substantially different over the course of several decades in the future. Higher growth could occur if large properties currently in institutional use or currently developed at low densities were to be redeveloped. Growth will also depend on market conditions, which in the late 1980s and late 1990s were very favorable for residential development, but softened in the early 1990s and early 2000s because of economic recessions.

**HIGH GROWTH PROJECTION, 2000–2025**

<b>High Growth Projection 2000-2025</b>		
	<i>Population at 2 persons per household**</i>	<i>Population at 2.18 persons per household**</i>
<b>2000 census</b>	n/a	57,107
<b>2010</b>	54,966	59,913
<b>2015</b>	56,036	61,079

\*\* 2000 Census, average persons per household = 2.18  
 Projections are based on the Brookline Department of Planning & Community Development's "Permitting and Construction Activity Report" for expected creation of units during the period 2000 to 2005. All housing units are assumed to be occupied.

The charts here project two growth scenarios—one based on long-term housing trends and one based on more recent trends. The higher-growth scenario is based on the census 30-year average annual growth trend in housing units (107 per year) and two slightly different assumptions about the number of persons per household. In 2000, there was an average of 2.18 persons per household in Brookline. Average household size, however, has been declining throughout the country in recent decades, due to the growth in single-person households and a trend towards smaller families.

Using 2.18 persons per household, a high-growth projection would result in a 2015 population of 61,079, assuming that all housing units are occupied, which is never the case. If we assume a decline in average household size to 2.0 persons per household and continue assuming 100% occupancy of housing units, the projected number of housing units in 2015 would result in a population of 56,036. This would still be below the high point of Brookline’s population during the last 73 years: the 1970 population of 58,886. Official projections from the Metropolitan Area Planning Council (MAPC) are roughly similar.

A more conservative growth scenario is based on the 406 housing units permitted and expected to be constructed during the five-year period of 2001 to 2005. This recent trend results in a lower average annual production of 81 new units a year. Using the same alternatives for average

**MAPC PROJECTIONS, 2000–2025**

	<i>Population</i>
<b>2000 census</b>	57,107
<b>2010</b>	57,281
<b>2015</b>	59,221
<b>2020</b>	61,046
<b>2025</b>	61,175

---

## CONSERVATIVE GROWTH PROJECTION, 2000–2025

	<i>Population at 2 persons per household**</i>	<i>Population at 2.18 persons per household**</i>
<b>2000 census</b>	n/a	57,107
<b>2010</b>	54,396	59,292
<b>2015</b>	55,206	60,175
<b>2020</b>	56,016	61,057
<b>2025</b>	56,826	61,940

\*\* 2000 Census, average persons per household = 2.18

*Projections are based on the Brookline Department of Planning & Community Development's "Permitting and Construction Activity Report" for expected creation of units during the period 2000 to 2005. All housing units are assumed to be occupied.*

household size as in the previous scenario as well as the assumption of 100% occupancy of housing units, this scenario results in a 2015 population range of 55,206 (below the 2000 population total because of the lower assumed average size of households) to 60,175.

---

## Composition of Housing Stock

Even if the overall trends in the creation of housing units show stability over the last generation, the composition of the housing stock—the distribution of different types of housing—could have changed. A comparison of 1990 and 2000 census data show that the proportion of housing units that are single-family or in multifamily buildings of different sizes has not changed significantly. More recent reports from the Town Assessor's office locate 48% of Brookline's housing units in buildings containing nine or more units, indicating a recent movement toward a greater proportion of units in larger buildings. While 17% of the town's housing is in single-family homes, 75% of Town land is zoned for single family residences.

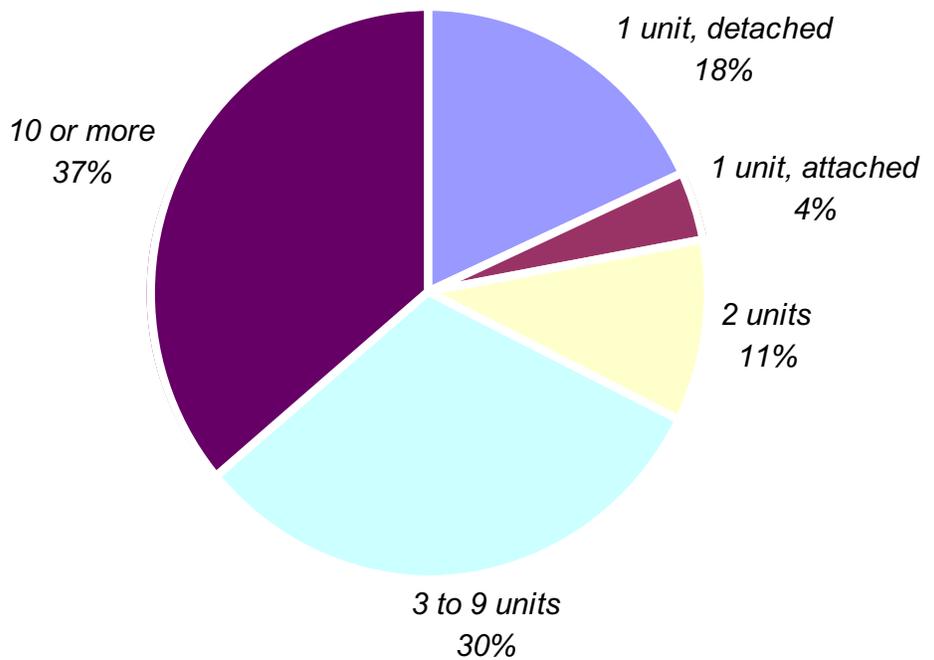
The majority of *housing units* are renter-occupied (55%), but a slight majority of *residents* (51%) live in owner-occupied units. The change that has occurred since 1970 is in the ownership profile of multifamily buildings. Rental apartments have been converted into condominiums and new condos have been built. Between 1980 and 2000, the number of condos increased 373% and by 2000 accounted for 29% of all housing units in Brookline. Nonetheless, the impact of the conversion of rental units to condominiums has been mitigated by the ownership of many condominiums by investors who continued to provide them for rental. As of January 2003, 34% of Brookline's 8,078 condos were occupied by renters and 19% of all renters were leasing condominiums.

---

## COMPOSITION OF HOUSING UNITS, 2000

Type of building in which units are located (source: U.S. Census)

Renter households who have moved since 1995 account for 41% of Brookline's total households and half of these households are headed by persons between the ages of 25 and 34. In contrast, while the overall senior (65+) population in Brookline has declined over the past decade, this has affected homeowners and renters differently. Although there has been a small increase (5%) in senior owner-occupants, there has been a dramatic decrease (32%) in the percentage of senior renters.



---

## Infrastructure

There are no significant water or sewer infrastructure barriers to development in Brookline. The school system has additional capacity overall, but individual schools are sometimes crowded and the impacts of individual developments on the schools would need to be studied as part of the development review process. The biggest constraints on development are road and parking infrastructure because of the potential traffic impacts of new housing. Management of these impacts is critical to sustaining the quality of life for Brookline residents.

---

## Residential Development Density

Most use patterns are fairly well established and the usual discussion related to a development proposals, about whether a developer is proposing too many units or too much commercial space on a site. The guiding document to answer these sorts of questions is the Town's zoning by-law.

There are several maps in the *Issues and Opportunities* report on housing that show where development density exceeds that permitted by zoning, and where it is below the level currently permitted by zoning. Town residents and officials need to think carefully about whether the messages in the Zoning By-law match the vision for the future of the Town outlined in the Comprehensive Plan.

The challenges resulting from infill development, redevelopment, and potential subdivision include:

- *The sensitivity of neighborhoods to infill development.* Neighborhood concerns about height and bulk of new buildings, additional traffic, and loss of open space make all kinds of infill development, whether affordable or market, subject to intense scrutiny by neighborhood residents. In some neighborhoods that are zoned for multi-family housing, single-family, two-family and small multi-family buildings coexist. Redevelopment of a substantial number of single family or two-family homes into multi-family buildings can bring significant change to the character of blocks, streets, and entire neighborhoods. Residents value the diversity in building types and often seek to preserve a balance.
- *Constraints on upper-story housing development in commercial areas.* Mixed-use development in commercial areas, including upper story housing in buildings with ground floor retail has many benefits. It directs growth away from existing neighborhoods. It provides greater density of potential shoppers and clients for the shops and service providers in commercial areas. Because commercial areas lie on trolley and bus lines, there is greater likelihood that residents in these areas would not need to own cars. Despite this fact, parking would still be necessary, and one of the greatest constraints to this kind of development is the need for off-street overnight parking.
- *Protecting open-space character.* When new construction is proposed that encroaches on private open spaces, neighbors are often concerned about the loss of open space character as well as environmental impacts.
- *Tear-downs and “mansionization.”* A number of Boston-area communities are finding that in neighborhoods of smaller, single-family homes built in the 1950s and 1960s, land has become more valuable than houses and new buyers are tearing down the houses to build much larger homes. Brookline faces a different kind of “tear-down” phenomenon in which small multifamily buildings are demolished to build larger ones, or single- or two-family homes in multifamily districts are replaced by larger apartment buildings, changing the character of streets and neighborhoods. Although this phenomenon is not yet widespread in Brookline, it is becoming more common, affecting smaller homes. Indicators include increases in the number of special permits considered by the Board of Appeals and in the number of applications for demolition permits that the Preservation Commission has experienced.

## STRATEGIES

### Regulatory

- > *Review existing zoning in parts of Town where the zoning does not match existing land use patterns or densities.*  
These areas should be studied as part of other projects, such as District Plans, or through separate zoning studies.
- > *Establish Greenway Open Space Residential (GOSR) cluster zoning as of right in the large-lot S-40 (about a one-acre minimum) and S-25 (about a half-acre minimum) residential zoning districts*  
See the “Natural Resources, Open Space, Parks and Recreation” element for more details on this strategy.
- > *Create Planned Development Districts (PDD) as special permit zoning overlays for institutional properties and large multifamily properties such as Hancock Village.*  
The PDD provides additional flexibility for master planning large sites. Basic standards for open space, building types, affordable housing, parking, and design would be laid out in the PDD regulations. In the permitting process the developer would work with the Town to create a unique development plan designed to fit the needs of the Town as well as the developer by specifying the distribution of uses, detailed design standards and acceptable materials.
- > *Permit multifamily housing in office and commercial districts with ground level retail and business uses.*  
Consider providing for flexibility in meeting parking requirements for upper-story residences in commercial districts within a half mile of public transportation stops by allowing a contribution to a parking fund in lieu of on-site parking.
- > *Consider implementing a lot-coverage maximum for single-family districts based on a study of prevailing neighborhood character as a way of moderating tendencies toward mansionization.*  
Current regulations use Floor Area Ratio measures to control the size of buildings, as well as constraints on heights and setback rules. However, control of the amount of the lot that can be covered by structures and paving is a more direct way of regulating the footprint of a building and restricting its size.



## GOALS FOR THE FUTURE

- Conserve neighborhood character while accommodating change and town-wide needs.
- Match land use regulations to desired land uses and densities.

## POLICIES FOR DECISION MAKERS

- Include neighborhood consultation early in the project development process.
- Identify standards of acceptable and unacceptable development for particular areas through neighborhood plans and make the development process more efficient by communicating these standards to project proponents.
- Make sure that zoning matches desired land uses and densities throughout Town through Neighborhood Plans, District Plans, and other planning processes.

## STRATEGIES

### Regulatory

- > *Review the Zoning By-law for nonconformity conditions that serve no purpose and revise the by-law as needed.*  
For example, southern Brookline neighborhoods with a majority of 5,000-square-foot lots have a minimum zoning lot size of 7,000. This means that many property owners have to seek variances at the Board of Appeals for very minor changes.
- > *Review regulations that affect the edges between private spaces and the public realm of streets, sidewalks and public spaces.*  
For example, revise the by-law on fences, requiring design review if fences are (a) completely opaque and over 4 feet high, OR (b) over 6 feet high whether opaque or not. Provide standards and guidelines in text and graphics for a range of acceptable fences as-of-right and types of fences that require design review.

## **Management and Planning**

> *Create Neighborhood and District Plans.*

See the “Neighborhoods and Districts” section for more information on this strategy.

> *Enhance communication among neighborhoods, town government and project proponents in land use, density and design decisions.*

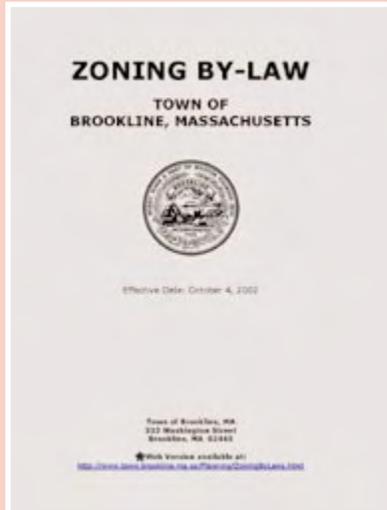
Provide timely notification of proposed projects or other development changes to neighborhood groups. Include neighborhood representation on Design Advisory Teams.

## ZONING TOOLS

The Comprehensive Plan recommends many new zoning tools that may help accomplish its goals. These zoning tools are summarized here.

### **Greenway Open Space/Residential Cluster Subdivisions**

Clustered development would allow the preservation of significant open space without requiring acquisition by the Town. Recently passed state legislation allows for cluster or open space subdivision development by right instead of through a special permit process with an underlying conventional zoning district. Conventional subdivisions are by right under state law, so developers tend to prefer using that tool rather than proposing a cluster subdivision. By allowing cluster subdivisions by right in appropriate locations, the Town will make it more likely that developers will use this tool. A revised cluster development law focused on preserving open space character, coupled with the site plan and design review process, would still provide the Town with a considerable role in shaping the character of a by-right cluster development. This zoning tool would introduce a new environmental assessment process for a priority parcel or site prior to submission of a subdivision, cluster or other development plan.



### **Open Space Zones**

Many communities reinforce the protection of open space by putting all permanently protected open space in an open space zoning district. The zoning typically limits the amount and size of any buildings and restricts buildings and uses to those that support open space purposes.

### **Planned Development Districts**

The PDD provides additional flexibility for master planning large sites. Basic standards for open space, building types, affordable housing, parking, and design would be laid out in the PDD regulations. In the permitting process the developer would work with the Town to create a unique development plan designed to fit the needs of the Town as well as the developer by specifying the distribution of uses, detailed design standards and acceptable materials, and so on, while allowing for sensitive and innovative design of the site to accommodate a variety of uses and activities.

### **Parking Districts**

Parking Districts would be a zoning overlays in primarily commercial districts in which required parking could be reduced or waived in exchange for payment-in-lieu-of parking provision. Payments would be placed in a fund and used to fund parking improvements. In order for such a Parking District to work, a viable location and plan for such parking improvements must already be in place.

### **Transit Oriented Development (TOD) Overlay Districts**

A Transit Oriented Development Overlay District would be a zoning provision put in place over an existing zoning district in a location where transit access is very good. The TOD Overlay District would provide incentives for developments to take advantage of transit use.

### **Transfer of Development Rights (TDR)**

In general, a municipality can reduce the value of land by changing the zoning on it, but cannot remove all value from it. Traditionally, municipalities will lower the amount of development allowed on sensitive land, but will not eliminate all rights to develop it. A TDR system creates a system by which, rather than developing sensitive land, the owner can sell the value of that development to the owner of a different parcel of land that is located in a less sensitive area.



In most cases, the Comprehensive Plan recommends that new tools be studied by the Department of Planning and Community Development. During such a review, the Department may determine that the tool will not help accomplish the goals of the Comprehensive Plan. However, in cases where they are seen to be helpful, the Department would submit language creating the new tool to Town Meeting, where it would have to be approved in order to take effect.

In addition to these new tools, the Comprehensive Plan also recommends exploring a number of specific changes to the Zoning By-law, such as a changes from one zoning district to another or the expansion of certain existing tools.

## Design and Density

Density is a numerical measure of the number of people or buildings per acre of land. Dense development can offer a number of advantages over less-dense development: it can be more environmentally friendly, it can promote transit use, and it can contribute to the health of a community by providing customers for local businesses. However, because it is so often used to illustrate levels of crowding, congestion, and overuse of land, density has acquired a negative connotation for many. This connotation overlooks the positive contribution that well-designed, dense developments can make to quality of life.

Increased density is sometimes inconsistent with improving the quality of life in a neighborhood. However, there are reasons why a neighborhood may prefer density to its alternatives. Terms such as "suburban sprawl" are generally thought of as negative terms—but they also refer to less-dense developments.

There are at least five things that should be addressed in order to create a successful development, regardless of its density:

- > **PARKING AND ACCESS**—The development should have an appropriate amount of space to store vehicles, and should provide for safe access to and from that parking.
- > **PRIVACY**—The development should create a feeling among neighbors that their privacy is respected.
- > **PEDESTRIAN ENVIRONMENT**—The development should make it safe and pleasant to walk by and through the area.
- > **PUBLIC SPACE**—The development must not detract from the public spaces nearby, and should seek to add public space of its own if it is going to add a lot of new residents to the area.



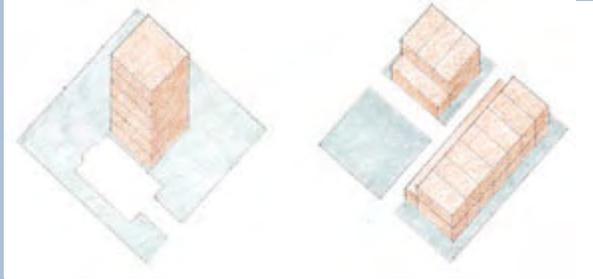
**VARIETY OF COLORS AND MASSING CAN MAKE A DENSE DEVELOPMENT AN ATTRACTIVE ONE**

> **FISCAL IMPACTS**—Some developments pay more in local taxes than they cost the community for provision of additional services. Others do not. The fiscal impacts of a development need to be examined, particularly in the case of relatively large developments where the impacts might be greater.

Think about what attracts people to Coolidge Corner. Generally, people like being able to walk from store to store, perhaps even from their own home. They like people-watching and being able to take advantage of cultural resources. They like being able to take transit. They also like looking at the attractive buildings and landscapes in the area. These characteristics that attract people to Coolidge Corner are only possible because it is one of the denser parts of Brookline. And while people may disagree about whether it should be allowed to become more dense—an issue that can be further explored during the Coolidge Corner District Plan—they also understand that without this density Coolidge Corner would be a less interesting place.

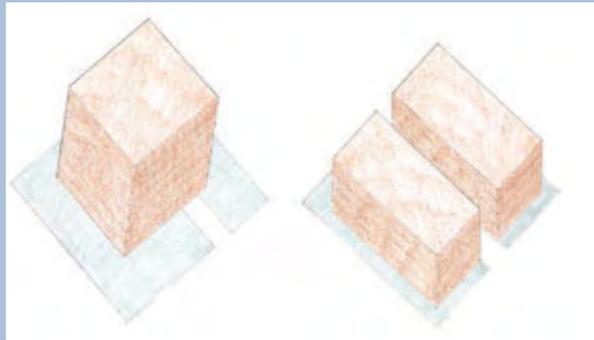
The way a development is designed can have a great impact on how it is perceived by its neighbors. Tall buildings set back from the street are generally less inviting than lower buildings that are located closer to the street and con-

tribute to the local streetscape. For example, look at the following sets of drawings.



**TEN DWELLING  
UNITS PER ACRE**

**FIFTY DWELLING  
UNITS PER ACRE**



Each set shows a specific density of development in two different ways. Within each set, the nature of the design is totally different. In one, the density is placed in a large building, leaving lots of open space around the edges. In another, the density is placed in lower buildings, closer to the street. Each design has some advantages; however, the experience a pedestrian would have on a nearby street is almost certainly better in the right hand drawing. It is not always just how dense a development is, but how it is designed to respect and fit in with the surrounding neighborhood, that really counts.



**DENSE NEIGHBORHOODS  
INCLUDE SOME OF THE MOST  
DESIRABLE PARTS OF THE  
BOSTON AREA**

# Plan Elements: D. Economic Development

## INTRODUCTION

One way to generate new revenue for Town services is through new development. In particular, new commercial development is a powerful resource for allowing the Town to maintain and improve its public services and facilities, for two reasons. First, commercial development is taxed at a higher rate than residential development. While less than nine percent of the total assessed value of the Town is commercial and industrial parcels, they provide over 15% of the taxes. Second, commercial developments generally require fewer services than residential developments. For example, commercial developments do not require additional resources in the public schools and have minimal impacts on other public resources like parks and libraries.

Local governments in Massachusetts are highly dependent on property taxes to raise money. Proposition 2½ limits the revenue that can be generated from existing development. However, it allows new revenue to be generated from new growth, and also permits overrides of its limits if approved by the electorate.

In the past five years (fiscal year 2000 through fiscal year 2004), \$681 million of new development took place in Brookline, of which \$150 million, or 22%, was commercial development. This new growth has added \$10.3 million of new tax revenues over these five years, of which \$3.24 million, or 31%, came from new commercial development.

These additional funds have allowed Brookline to maintain its school system, plow its roads, and provide other public services that it might not have been able to provide without new development. While new developments do present challenges, and are sometimes simply not appropriate to their context, it is important to understand that new development provides these benefits to the Town.

## ECONOMIC DEVELOPMENT VISION

Appropriate new mixed-use and commercial development will be encouraged. Businesses in commercial areas will be fostered.

---

### Trends and Challenges

Brookline's commercial districts are a vital part of the town's unique character. The Comprehensive Plan process focused on steps needed to sustain the businesses in these areas as well as opportunities to promote new commercial and mixed-use development within existing commercial areas and within underutilized areas, primarily along Route Nine. Background information on the element can be found in the *Issues and Opportunities* report on economic development.

---

### Existing Businesses

The Town's Economic Development Office and the Economic Development Advisory Board have evaluated current trends and conditions in the Town's commercial areas in *The State of Brookline Business 2002*. This assessment documents current conditions and future needs as seen by commercial landlords and brokers, independent retailers, chain store managers, and consumers.

The areas of most importance highlighted by each of these groups were similar:

- *Inadequate parking supplies.* The limited availability of parking has been identified by both businesses and consumers as a factor affecting the continued vitality of commercial areas.
- *High cost of retail space.* Retailers have identified high costs in terms of rents and taxes as a cause for concern. These are especially important factors for the many independent retailers favored by town residents. Consumers have identified the high cost of products in the commercial areas as an obstacle to supporting local businesses.
- *Limited marketing budgets.* Brookline's independent stores/restaurants have highlighted the difficulty of reaching a wide audience in one of





the nation's top ten most expensive media markets. Chain stores can generally obtain better media penetration.

- *Limited public gathering areas and pedestrian amenities.* Providing enhanced opportunities for people to congregate and “people watch” within the commercial areas would provide an enhanced sense of identity and contribute to attracting more people to the commercial areas and extending their length of stay. Improvements in terms of maintenance, the physical condition of sidewalks, and vacant storefront were also seen as needed.

Advancing strategies to increase daytime shopping has also been identified by the Town as an important aspect of assisting businesses to increase sales.

---

## New Development

Brookline has experienced modest new commercial growth over the last decade, reflecting the scarcity of suitable sites and their relatively modest size. These factors mean that the Town must play a very active role in promoting and supporting appropriate commercial growth if it is to be successful in increasing commercial tax revenues. Strategies will need to include outreach to businesses and landowners, provision of technical assistance, zoning changes, public improvements (including increased parking), and the use or redevelopment of Town property, primarily consisting of surface parking lots. Many of these strategies have recently been used to great success by the Town in advancing the development of the new Webster Street Hotel where the Town played a major role in advancing a project that is anticipated to contribute approximately \$600,000 in annual tax revenue. Potential new development falls broadly into two categories:



1. *Infill Development Within Existing Commercial Districts.* Infill development represents a unique opportunity to enrich the character of commercial districts, drawing in new investment, businesses, and residents. Infill development generally refers to small- to mid-size development within existing commercial districts. Development would typically occur as 3-4 story buildings with retail uses on the ground floor and office or residential uses on upper levels. Several of Brookline's existing commercial districts include single-story buildings located amid multi-story structures. Several locations in Coolidge Corner, Brookline Village, and other areas provide opportunities for accommodating infill development that can provide an opportunity for new businesses as well as attract new residents to upper floors within commercial districts. Very limited infill development has occurred in commercial areas as a result of the limited economic incentives to pursue smaller-scale development and the difficulties associated with finding adequate space to accommodate parking required by the Zoning By-law or desired by building occupants.
2. *Route Nine Commercial and Mixed Use Development.* The Comprehensive Plan process has highlighted the potential of the Route Nine corridor to support planned commercial growth and provide enhanced community commercial centers or villages. Several properties along Route Nine present redevelopment opportunities that can enhance the attractiveness of this corridor. Redevelopment of these properties can also enhance connections to surrounding neighborhoods, connections across the corridor, and expand the Town's commercial tax base.

---

## Workforce Development

While many of the residents of Brookline have adequate training and education to find jobs in the Boston area, there are still residents who lack the appropriate workforce skills to find a good job. Since Brookline is so close to Boston, Cambridge, and other employment centers, the most effective way to ensure that these residents can find employment would be to provide job training. Brookline Adult and Continuing Education and Brookline High School currently provide some workforce training opportunities. In the next 10 years, the Town should make sure that these opportunities continue to exist and that new training opportunities are made available when necessary.

---

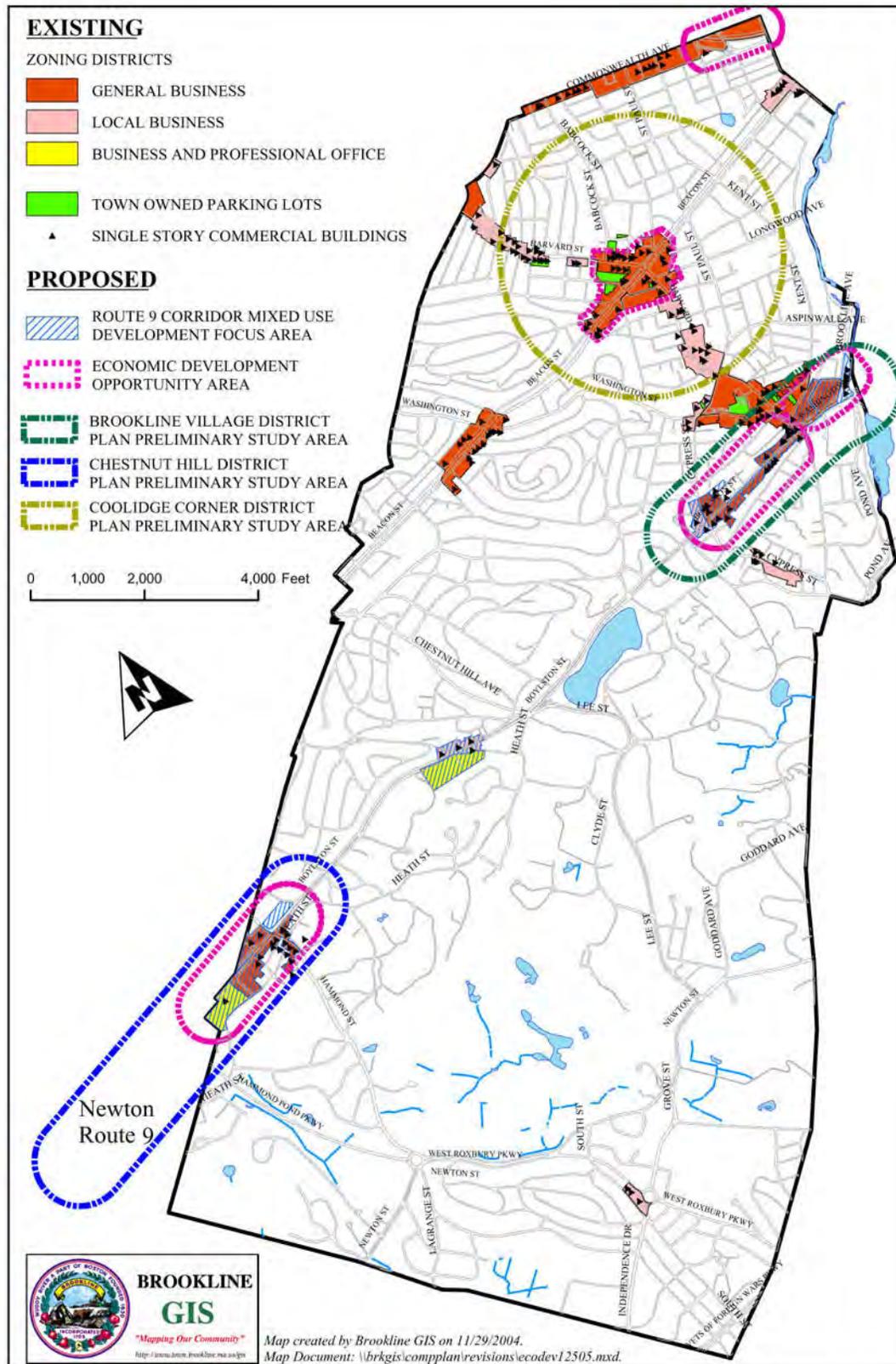
## Plans and Projects Underway

The Brookline Economic Development Office is working with the business community on several initiatives:

- Preparation of detailed design plans for streetscape and civic space improvements in commercial areas based on the Commercial Areas Streetscape Master Plan
- Development of a commercial area prototype kiosk and evaluation of siting options
- Funding support for the 1st Light Festival
- Façade Loan Program
- Business retention and attraction
- Public/Private collaboration for the production of marketing materials to support local businesses, such as a Coolidge Corner Merchants Map, a Brookline Village independent business information card, and *Experience Brookline, A Visitor's Guide to Brookline*



# Map 8: Economic Development



## **GOALS FOR THE FUTURE**

- Enhance and maintain existing commercial areas.
- Promote commercial development that serves the community and enhances the livability of the town.
- Expand commercial tax revenues.

## **POLICIES FOR DECISION MAKERS**

- Encourage appropriate economic growth while preserving and enhancing the character of neighborhoods and foster the prosperity of businesses in commercial areas.
- Support appropriate new growth in designated areas along Route Nine and in Coolidge Corner, and longer term over the Massachusetts Turnpike.
- Seek opportunities to improve parking conditions in existing commercial areas.
- Support initiatives to enhance the public environment in commercial areas by implementing the Commercial Areas Streetscape Master Plan.
- Support efforts to enhance the visibility of the commercial areas through special events and marketing.
- Improve communications between Town Departments and businesses.
- Promote well-designed mixed-use infill development in existing commercial areas.
- Promote redevelopment of underutilized properties along Route Nine.
- Encourage workforce training for Brookline residents with a variety of skills and education levels.
- Encourage sustainability in economic development through promotion of mass transit use and environmentally friendly businesses and development practices.
- Pursue projects with positive impacts for the community: new services or opportunities; net increase in new revenues; manageable traffic impacts; new amenities.
- Balance business development and neighborhood preservation through predictable and open development and regulatory processes.
- Preserve and enhance commercial area character through respect for the historic and architectural fabric of neighborhood context and by preserving pedestrian-oriented scale and design of buildings.

## STRATEGIES

### Regulatory

- > *Explore zoning incentives to support development of mixed-use infill development in commercial areas with commercial use at the sidewalk and first floor level.*

Consider a waiver from FAR and parking requirements for smaller development projects that conform with established height and setback conditions and regulations.

- > *Revise zoning to establish limits on the development of residential use on the ground floor in commercial districts to preserve the continuity of commercial frontages.*

Limit residential and parking uses to no more than 40% of the frontage of parcels in business zones.

- > *Revise zoning to provide additional controls on the development of retail and restaurant uses over 10,000 square feet in area in General Business Zones; allow these uses by special permit only.*

- > *Revise zoning in Chestnut Hill Village to advance future development in accordance with the Route Nine recommendations of this plan; revise Planning Board design guidelines.*

Revise zoning on selected parcels on the west side of Route Nine from G-1.0 to G-2.0; revise design guidelines for this entire area to incorporate the vision outlined in the Focus Area section of this plan; allow mixed-use development including residential use in O-2.0 zones.

- > *Revise zoning in the Brookline Village/Brookline Place area to advance development consistent with the Route Nine recommendations of this plan described in the Route Nine element.*

Amend zoning regulations and design guidelines at Brookline Place to allow increased building height, contingent on meeting public benefit incentives and design guidelines.

- > *As part of district plans, examine incentives for office development in Brookline Village / Route Nine and Coolidge Corner, including mixed-use development, and evaluate zoning changes suitable to attract this development.*

- > *Adopt a by-law to standardize the placement and maintenance of news racks in order to reduce clutter.*

## Management and Planning

> *Work with the state and the Town's neighbors to create a cohesive regional vision for Route Nine that accommodates the Town's desire for planned commercial growth that strengthens the character of established village centers.*

> *During the development of the Coolidge Corner District Plan, examine options for expanding parking in Coolidge Corner while also exploring the impact additional parking might have on the district.*

> *Initiate a study to assess the actions needed to promote infill development in commercial areas.*

This study should involve property owners, developers, business groups, and neighbors in evaluating the specific barriers to advancing infill development (from market, development feasibility, and community/neighborhood perspectives) and the concrete steps needed to overcome these barriers. Key issues to be evaluated will be the provision of parking (both from a zoning and development feasibility/financing perspective) and possible establishment of a parking fund that would be used by the Town to finance the development of parking to serve new infill developments. Potential Floor Area Ratio waivers might be considered for small infill projects where full development of the project would have a beneficial impact on the character of the surrounding district. Consideration should be given to a range of project use mixes (residential and/or commercial) and sizes.

> *Assess long term opportunities to advance air-rights development over the Massachusetts Turnpike that is compatible with Town goals and Comprehensive Plan priorities.*

Undertake the study in conjunction with the Massachusetts Turnpike Authority, the City of Boston, area landowners including Boston University and interested citizens and neighbors.

> *Create a formal referral process from the Building Department to the Economic Development Office.*

> *Advance a series of initiatives through the Economic Development Office to improve Brookline's "business-friendly" profile.*

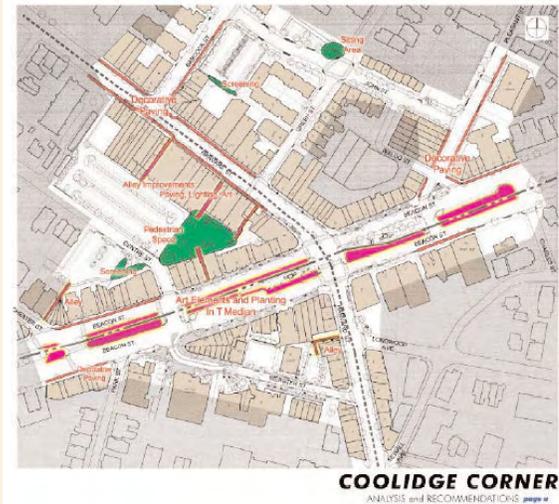
- Create a "How to Open a Business in Brookline" pamphlet.
- Publish a joint Guide to the Town's Commercial Areas Program and Facade and Sign Guidelines.

- > *Market to the Longwood Medical and Academic Area with transportation arrangements through the MASCO shuttle.*
- > *Create an office tenant recruitment plan to bring more daytime employees to commercial areas.*
- > *Work with local arts and other organizations to create events and programming and coordinate with businesses to benefit trade.*
- > *Prepare a market study and marketing plan for retail and service business recruitment.*
- > *Retain existing signage standards and review process but provide more assistance to businesses in the permitting process.*
- > *Create and periodically update a publication with examples of creative by-law-compliant signage.*
- > *Continue to pursue planning studies to understand the Brookline market better similar to the State of Brookline Business report and focus group interviews.*
- > *Recruit and facilitate projects: assist projects through construction.*
- > *Enhance visibility and promote businesses through festivals, programming, and media.*
- > *Explore the feasibility of creating additional office space through redevelopment of existing buildings as well as new construction.*
- > *Use the Brookline Adult and Continuing Education Program, Brookline High School, and other appropriate avenues to provide workforce training to Brookline residents*
- > *Consider creation of a standing task force representing open space, affordable housing, and commercial interests to balance these competing interests and set priorities with regard to specific parcels.*

Such a joint committee could enable the Town to respond proactively in a coordinated way to some of the difficult choices regarding trade-offs between these public goods.

## Design and Physical Improvements

- > Create new public gathering places and improved sidewalk areas pursuant to the Commercial Areas Streetscape Master Plan.
- > Develop a long term plan for burying utilities, especially in heavily-travelled parts of Town.
- > Consider a public art program in public works projects.
- > As part of district and neighborhood plans, evaluate the need for and seek appropriate opportunities for additional off-street parking and shared parking in Coolidge Corner; Brookline Village/Route Nine, Washington Square, and Chestnut Hill.
- > Design and implement a consistent, town-wide signage program for parking in conjunction with streetscape improvements.
- > Enhance the attractiveness of business areas through beautification programs: streetscape improvements; façade loans; kiosk design and placement; and plantings and green space.



## COMMERCIAL AREAS STREETScape MASTER PLAN

## Financial

- > Consider the feasibility of establishing a Business Improvement District (BID) to provide for maintenance, programming, and other business services in the Coolidge Corner area.
- > Secure funding for implementation of the Commercial Areas Streetscape Master Plan
- > As part of district plans, assess the need for public off-street parking and alternative funding strategies for its construction or relocation, especially in Coolidge Corner.



# Plan Elements: E. Transportation and Mobility

## INTRODUCTION

**T**ransportation and mobility are especially important factors in shaping the quality of life of Brookline residents. The Town's automobile, transit, bicycle, and pedestrian networks support local and regional trips associated with work, shopping, recreation, healthcare, and educational and cultural pursuits. Due to its proximity to Boston, Cambridge, and Newton, many of Brookline's primary streets are used to traverse the Town. State Route Nine is an especially important regional route that serves to divide the southern portion of the Town. Brookline is directly served by three branches of the MBTA's Green Line that provide access to employment centers in Boston and Cambridge. Connecting MBTA bus lines provide good transit access to most areas of the Town as well as to commuter rail in West Roxbury. Supplementary transit services are available for seniors and for persons with disabilities.

As a community within a larger urbanized region, Brookline acting alone has only limited ability to improve transit service or control congestion on heavily-traveled roadway corridors within the Town. Consequently, an important aspect of enhancing transportation and mobility involves initiating and participating actively in partnerships with neighboring communities and the state to create regional solutions. Local transportation initiatives can also play an important role in enhancing mobility and the quality of life within the Town. These include improvements to signalization, neighborhood traffic management, commercial area parking, support for transit-oriented development, and continued efforts to provide enhanced facilities for bicyclists and pedestrians.

The focus for the transportation element is on enhancing transportation and parking options for the entire Brookline community while minimizing impacts of traffic on residential neighborhoods. As there are limited opportunities to increase the capacity of the roadway network, the focus is on efforts to improve the overall efficiency of the system.

## TRANSPORTATION & MOBILITY VISION

The ability of Town residents to travel within Brookline and to other parts of the region will be maintained and alternatives to the automobile will be encouraged.

### Trends and Challenges

Brookline's historic development along rail transit lines means that many Town residents enjoy excellent access to transit. Approximately 29% of residents, according to the 2000 Census, take public transportation to work, high by regional standards.

However, nearly 53% of residents drive (45% drive alone and the rest carpool), potentially reflecting dispersed regional employment patterns,

more limited access to transportation in some Town neighborhoods, congestion within the transit system, and personal preferences and needs.

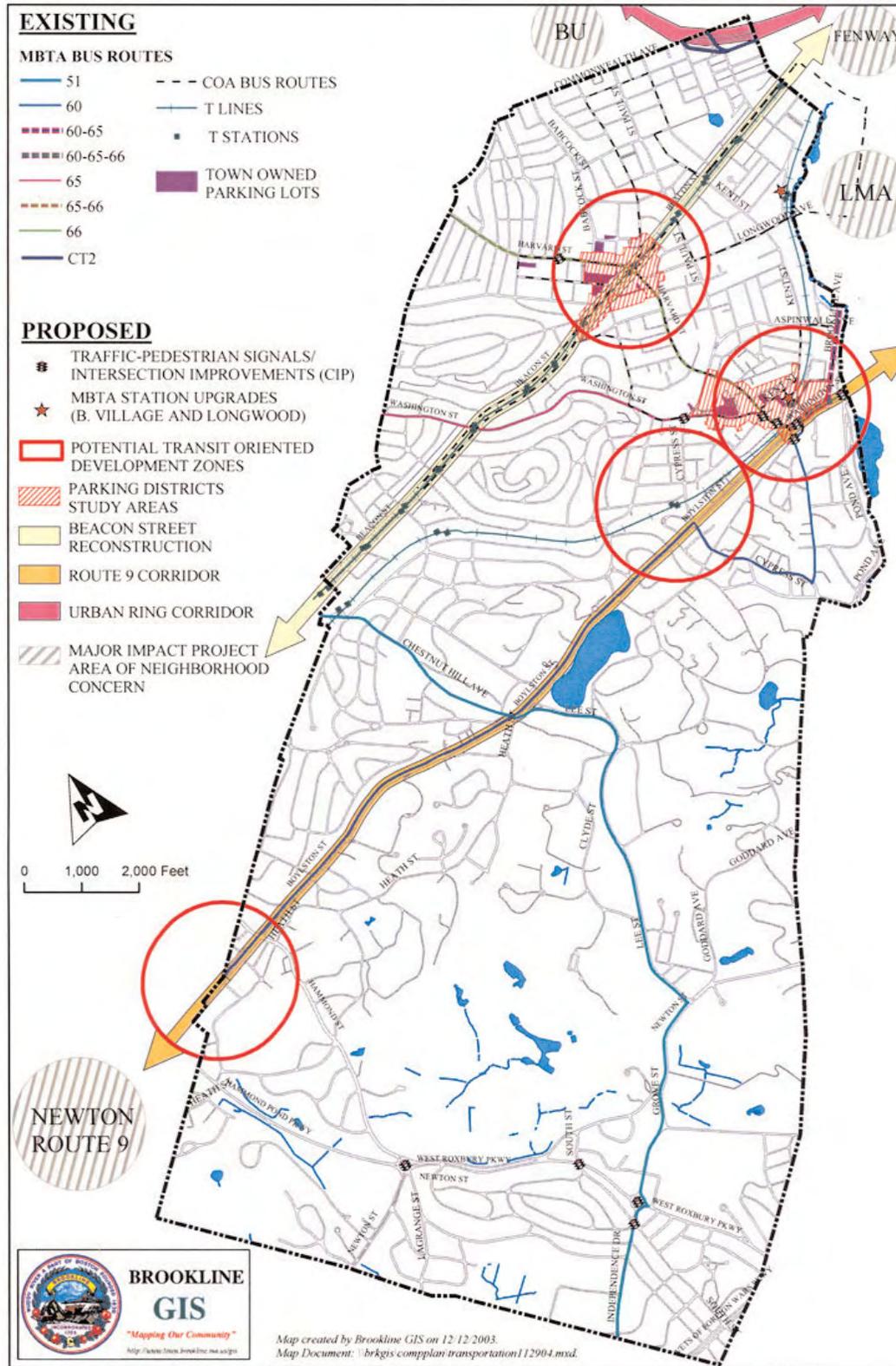
- > Brookline residents value access to public transportation. In a 1997 Town census, respondents rated access to public transportation as the #1 criterion for choosing to live in Brookline.
- > Brookline residents are highly-dependent on regional transit and roadway connections to access jobs with 82% of residents employed outside the Town. These transportation systems are increasingly strained largely due to regional growth factors outside of the Town's control. The quality of transportation systems in Brookline remains dependent on cooperative regional efforts with state government,



Destination	Number	Percent
All destinations	32,175	100%
Boston	15,114	47%
Brookline	5,634	18%
Cambridge	2,537	8%
Newton	1,262	4%
Waltham	664	2%
All other communities	6,964	21%

*Source: US Census*

# Map 9: Transportation and Mobility



- regional agencies, and neighboring communities to enhance transit service and preserve roadway capacity.
- > Traffic congestion within the Route Nine (Boylston Street) corridor, particularly during peak periods is a longstanding issue. Because it is a state route and because it provides connections to major employment centers, including the Longwood Medical and Academic Area and downtown Boston, regional cooperation will be needed to establish a comprehensive long-term plan for the corridor that addresses transportation goals in a manner that integrates land use/development, public transportation, pedestrian, urban design, and landscape considerations.
  - > Transit ridership on all MBTA lines serving Brookline has continued to grow and exceeds peak-period capacity. The Town will need to continue to work regionally to secure support for increased peak-period capacity and enhanced overall service.
  - > Full development of the MBTA's Urban Ring transit service (particularly Phase III) has the potential to increase transit use by Brookline residents, a significant benefit for Town residents.
  - > The shortage of commercial area parking, especially in Coolidge Corner, has been identified in numerous studies as a barrier to enhancing the vitality of Brookline's commercial areas. Shortages of short-term parking for customers, parking for employees, and overnight parking to serve local residents are all issues that need attention. The Town undertook a Commercial Areas Parking Study in 2001 and has already implemented most of the recommendations of that study related to meter timing, hourly rates, and enforcement to improve the availability of parking. The next step is to address the imbalance between supply and demand. Given the limited availability and high cost of available land, the Town must seek creative solutions to increase parking supply while remaining focused on alternative means of travel.
  - > Increased congestion on regional roadways such as Route Nine and other major arterials has the potential to increase cut-through traffic on local streets. Continued monitoring of potential cut-through locations and, where appropriate, implementation of traffic calming measures will be needed to limit impacts on residential neighborhoods.

Background information can be found in the *Issue and Opportunities* report on transportation.

---

## Plans and Major Projects Underway

Currently planned or programmed transportation initiatives aimed at more efficient and safe pedestrian and vehicular operations include the following:

- Beacon Street Reconstruction
- The Town's Street rehabilitation program
- The Town's Sidewalk rehabilitation program
- Signal modernization
- Traffic management policies, including traffic calming

### **GOALS FOR THE FUTURE**

- Improve transportation options for all Brookline residents.
- Enhance transit service and capacity.
- Improve parking availability and accessibility.
- Control and minimize traffic impacts on residential neighborhoods.
- Support transit-oriented development.
- Enhance vehicular and pedestrian safety.
- Address the unique needs of transit-dependent groups, including senior citizens and the disabled.

### **POLICIES FOR DECISION MAKERS**

- Work with state government and the Cities of Boston and Newton to create a long-term transportation strategy for the Route Nine corridor that balances local and regional needs.
- Work with the MBTA to explore potential near- and long-term transit options that serve Brookline.
- Play an active role in advancing development of the Urban Ring, particularly Phase III.
- Actively monitor major development proposals outside of Brookline that have implications for the Town; work with neighboring municipalities and the state to address issues of concern to the Town.
- Enhance accessibility of all Town facilities to meet the needs of seniors and the disabled and meet the requirement of the Americans with Disabilities Act (ADA); ensure provision of well located and designed handicapped parking spaces in public and private buildings.
- Improve the Town's capacity to develop a proactive short- and long-term transportation planning agenda.
- Promote TDM measures in new development to limit impacts on the roadway network.

- Increase the supply and accessibility of public parking in commercial areas (including handicap parking).
- Increase the overnight residential parking supply at appropriate public and private facilities.

## STRATEGIES

### Regulatory

> *Revise the Transportation Studies section (Section 5.09) of the Zoning By-law and the related Transportation Access Plan Guidelines.*

> *Explore the potential for Parking Districts in Coolidge Corner and Brookline Village.*

Parking Districts would be zoning overlays in primarily commercial districts in which required parking could be reduced or waived in exchange for payment-in-lieu-of parking provision. Payments would be placed in a fund and used to fund parking improvements. In order for such a Parking District to work, a viable location and plan for such parking improvements must already be in place. Further analysis of this issue should take place during the district planning process.

> *Explore development of Transit Oriented Development Overlay Districts.*

Such a district would include a variety of measures to encourage transit use in locations with excellent transit access.

> *Require Transportation Demand Management (TDM) programs as part of mitigation for new commercial development projects of more than 25,000 square feet.*

These TDM programs should include actions like the following:

- flex time
- discounted T-passes
- bicycle parking and showers for bicycle commuters
- car pooling and guaranteed ride home programs through MassRides or a similar organization
- telecommuting
- parking space for shared cars (such as Zip Car)

> *Review and revise parking standards for commercial areas to evaluate possible changes for mixed-use buildings, shared parking arrangements, and transit oriented development.*

- Parking standards for commercial and residential development in transit-served areas, especially medical uses that are required to provide 4 spaces/1000 square feet of development in G 2.0 zones, are significantly higher than comparable regional standards (including those applicable to the Longwood Medical and Academic Area). An adjustment to parking standards should be considered to provide an incentive for developers and employers to focus on attracting transit-oriented users and reduce traffic impacts associated with development.
- Establish specific standards and criteria for shared parking in mixed-use buildings. Section 6.11 (a) (3) of the Zoning By-law currently provides the Board of Appeal with the ability to reduce the requirements for mixed-use situations by special permit but does not provide specific standards that can contribute to predictability in development outcomes.

> *Incorporate new bicycle parking facilities in development projects.*

- Planning Board to establish guidelines for bicycle parking for all types of development for incorporation in the Zoning By-law.
- Transportation Board and DPW to develop plan for improved bike parking in commercial areas.

> *Promote alternative means of travel in special permit projects.*

## **Planning and Management**

> *Work with regional planning agencies, MassHighway, and the Cities of Boston and Newton to secure funding for a Route Nine corridor study that addresses near- and longer-term regional and local needs between Boston and Route 128.*

See the “Route Nine” key element above for more information on this strategy



- > *The Town should consider working with regional agencies to develop an Inner West Transportation Study.*  
This would include Newton, Allston, Brighton, Brookline, West Roxbury, and other areas that form a logical study area. This Study could be part of the Route Nine Plan or a separate project, depending on timing, funding, and other factors.
- > *The Coolidge Corner District Plan should explore the demand for and supply of parking, both today and in the future, to assess the need for additional or relocated parking, and whether existing parking patterns encroach on residential neighborhoods*
- > *Actively monitor large scale development/planning initiatives adjacent to its boundaries (see accompanying map) in order to ensure its perspective on transportation and other considerations are known to neighboring local governments and project proponents.*  
Key current or planned initiatives include:
  - Boston University campus growth
  - Longwood Medical and Academic Area planning/growth
  - Fenway Air-Rights Project/Fenway Neighborhood Development
  - Development along Route Nine in Newton
- > *Work with the MBTA to achieve peak-period capacity improvements on Green Line services.*
- > *Continue to participate actively in the MBTA's Urban Ring studies with a particular focus on Phase III and advocate actively for service that effectively meets the needs of the Town and neighboring communities.*
- > *Implement appropriate neighborhood traffic management measures based on identified needs and neighborhood support in keeping with Town traffic calming policies.*
  - Assess the implication of traffic calming on trip diversions to assess potential consequences of actions.
  - These traffic management policies and measures should be periodically reviewed with appropriate Town departments, including public safety officials.
- > *Prepare a bicycle/pedestrian master plan that outlines a system of connections between neighborhoods, activity centers, and public open spaces.*

- > *Consider local transit options—perhaps collaborating with Newton or the Longwood Medical and Academic Area shuttle system.*
- > *Continue to explore creative opportunities to incorporate the use of alternative fuel vehicles in the Town's vehicle fleet.*
- > *Incorporate the three-year construction period for Beacon Street (2005-2008) in Town transportation planning and traffic management.*

### **Parking**

- > *As part of Neighborhood and District Plans, explore the issues related to creation of additional off-street parking in Coolidge Corner, Washington Square and Brookline Village/Route Nine to meet commercial and residential needs.*
- > *Assist in marketing shared-car programs to Brookline residents and allocate additional parking spaces in Town-owned lots.*
- > *Seek Transportation Board review of current strategies to address overnight and daytime parking needs and consider strategies to meet the needs.*
- > *Consider a Town-administered outreach program for transportation demand management to serve small-scale businesses in commercial districts.*  
Evaluate the potential for the Town to take a leadership role in forming a Transportation Management Association (TMA) (or expanding the Longwood Medical and Academic Area TMA) that would serve commercial districts, employers, and residents; and estimate potential reductions in vehicle trips to determine viability.
- > *Improve the Town's transportation planning capacity.*  
Increase the Town's capacity to initiate pro-active transportation planning at the local and regional levels including implementation of Comprehensive Plan transportation initiatives.
- > *When additional assistance is needed to evaluate Transportation Impact and Access Studies as part of development review, the Town should seek funds from developers to pay for third-party assistance.*

The Planning Board should consider adopting the appropriate

language from Massachusetts General Laws c. 44 s. 53G to institutionalize this option.

- > *Improve the coordination between the Planning Board, the Board of Appeals, the Transportation Board, and their various professional staff members.*

### **Design and Physical Improvements**

- > *Design and implement a consistent, Town-wide signage program for parking in conjunction with streetscape improvements.*
- > *Evaluate the feasibility of reducing the number of lanes on certain streets where this can be accomplished while maintaining intersection and roadway capacity.*
- > *Implement the Brookline Village Closed Loop Signal System.*
- > *As finances permit, implement Signal Improvements to improve the efficiency of the Town's transportation system, including the following sites:*
  - Carlton/Mountfort Street
  - Independence/Beverly/Russett
  - 61 Park Street
  - Grove Street/Allandale Road
  - South/Grove Street
  - Washington/School/Cypress Street
  - Newton Street/West Roxbury Parkway
  - Horace James Circle Traffic Control Improvements
  - Harvard Babcock
  - Fire Station #6
  - Fire Station # 7
- > *Continue to evaluate sidewalk improvements and repair needs through the Sidewalk Rehabilitation program.*
- > *Address Traffic Calming Needs.*
  - Locations for studies and construction should be determined by the Transportation Board and DPW.
  - The Town should provide a town website-based or related method to monitor Traffic Calming projects.
  - The Town should continue to apply adopted Traffic Calming Policies and Process.
- > *Purchase replacement street lighting in selected locations.*  
Repair and replacement of conduits in Coolidge Corner, Washington Square and Brookline Village is a priority.

- > *Complete Beacon Street reconstruction.*
  - Roadway infrastructure improvements (including parking) should be completed and factored into planning in the 2005-2008 time period.
  - The Town should work with MBTA to improve landscaping, maintenance and management of MBTA right-of-way.
  
- > *Repair and reopen the Carlton Street footbridge.*
  
- > *Continue to assess street reconstruction through a management program that establishes ratings of surface conditions based on several criteria.*



# Plan Elements: F. Town, School and Cultural Facilities

## INTRODUCTION

**B**rookline has long been recognized as a community with excellent Town facilities, public schools, and services. Continued investment is needed in these facilities to ensure that high standards are maintained. The town allocates funding for improvements to municipal and school facilities through the Capital Improvement Program (CIP). Significant recent spending has been allocated to several public schools (High School, Lincoln, Lawrence), the Main Library, and the Public Safety Headquarters.

Cultural facilities within the town are also recognized by residents as contributing to quality of life. Many of these cultural uses are dependent on ongoing fundraising to continue to support their programs and activities that are used by many residents. In order to continue to sustain the diverse range of cultural facilities and uses the Town is committed to provide assistance where possible to ensure the continued strength of Brookline's cultural communities.

### **TOWN, SCHOOL AND CULTURAL FACILITIES VISION**

The Town will continue to maintain and, where needed, improve its public facilities.

---

## Trends and Challenges

Brookline is a well-managed community that provides high quality community services and facilities while maintaining the budgetary discipline necessary to maintain its Aaa bond rating (one of only 12 communities in Massachusetts to achieve this rating). Brookline rates in the top 15% of communities statewide for total spending on a per

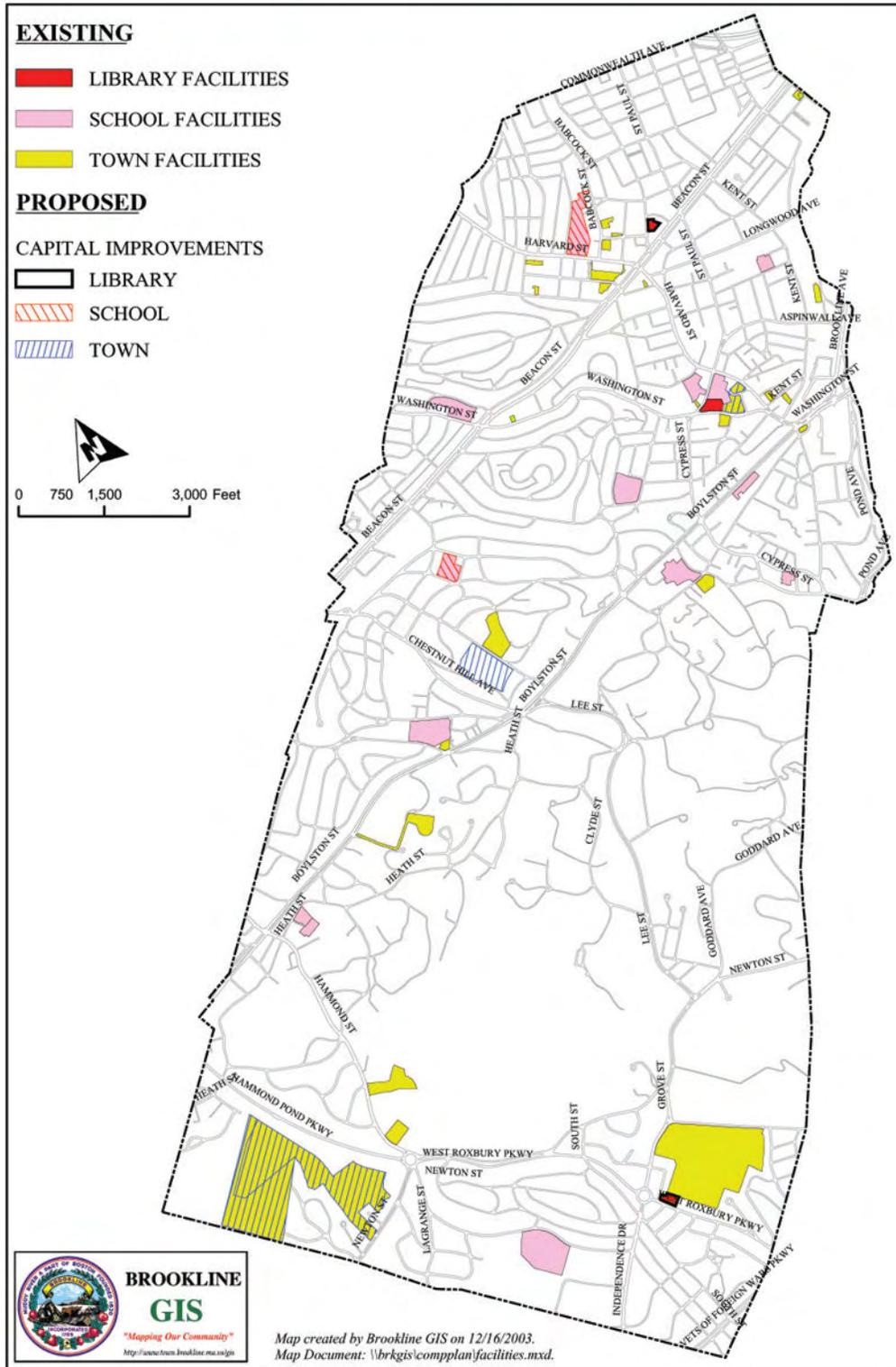
capita basis. School spending per pupil rates in the top 7%. In recent years Brookline has continued to invest aggressively in improvements to public facilities to ensure that residents have access to the high quality facilities and services that are seen as a characteristic of the community. The Town’s 2003 Financial Trend Monitoring Report states that “debt service continues to absorb a larger part of the budget, evidence of the emphasis placed on the Capital Improvement Program (CIP).” Development of new or improved public facilities will need to be within the context of the Town’s overall budgetary process.

- Continued efforts to ensure Town facilities meet applicable ADA standards represent a high priority item.
- Very little land is available in Brookline for development of major new facilities or programs. Consequently partnerships that incorporate use of private or institutional facilities for public use represent an important potential opportunity for expanding public amenities.
- Pursue implementation of a Payment-in-Lieu-of-Taxes (PILOT) program with Boston University and other tax exempt institutions that require Town services.
- The Town has continued to expand its E-Government and IT initiatives through the Town website and other means to provide residents with information on Town initiatives and services, and to facilitate enhanced participation in planning and development processes affecting the Brookline community. An expansion of programming on Brookline Access Television is another important vehicle for providing important information to the community together with increased access for citizens and non-profit organizations seeking to create programming on topics of public interest.
- Brookline’s citizens are lovers of the arts, but there is no program for public art in Brookline and limited exhibition and performance space.
- The Brookline Arts Commission, which provides grants to individual artists, has also identified a potential need for affordable live/work space for artists.



Background information can be found in the *Issues and Opportunities* reports on town facilities; arts; and information technology, all available in the Appendix.

# Map 10: Town, School and Cultural Facilities



---

## Plans and Major Projects Underway

Several public buildings have been identified as priorities for funding over the next several years:

- Town Hall
- Public Health Building
- Coolidge Corner and Putterham Branch Libraries
- Runkle School
- Devotion School

The Town has also created a Wireless Communications Committee to look at issues related to citizen and Town needs for wireless communications and develop a method for providing adequate access to wireless communication that is also sensitive to community character. This will be an increasing challenge and need in the next ten years. The potential for a Town-wide wireless network that provides access to the internet will also increase in the next few years as the technology that provides such access matures and becomes less intrusive.

### **GOALS FOR THE FUTURE**

- Maintain excellent schools.
- Support cultural activities.
- Any new development should have no net impact on the Town's finances unless it provides other community benefits, especially affordable housing.

### **POLICIES FOR DECISION MAKERS**

- Continue to invest in public school facilities to respond to evolving program and facility needs and continued development of partnerships with private schools to seek shared use of facilities.
- Continue to invest in Town facilities to address evolving community needs, regulatory considerations (including ADA), technology changes (E-government, IT plan, etc.) and maintenance considerations.
- Continue to support the development of partnerships with non-profit entities that provide services to town residents.
- Support the continued development of Brookline's diverse cultural organizations.

## STRATEGIES

### Regulatory

- > *Continue to enforce Sec. 4.09 Wireless Telecommunications Services of Town's Zoning By-law.*
- > *Consider the feasibility and evaluate impacts of telecom leases on Town-owned properties pursuant to Sec. 4.09 4. c. of Zoning By-law*

### Planning and Management

- > *Evaluate potential uses of the Old Lincoln School.*  
It is likely that the space will continue to be used as an alternative site for Town offices as other buildings are rehabilitated, at least for the ten year period 2005-2015. The Town should plan to meet anticipated parking needs for use of this building in this time period.
- > *Coordinate Town Parks and Recreation Master Plans with short- and long-term school improvements plans.*
- > *Continue to strengthen public/private school partnerships involving shared use of facilities and seek to secure long-term commitments around facility use.*
- > *Study elimination of overhead wiring along public streets, particularly in heavily-travelled parts of Town.*
- > *Implement the recommendations of the Moderator's Committee on Community Electricity Franchising.*
- > *Advance phased implementation of Commercial Areas Streetscape Master Plan, including public event kiosks.*
- > *Advance relocation and improvement of the DPW facility currently located at the Town reservoir as part of Fisher Hill Master Plan.*



- > *Consider rezoning of DPW Service Centers in South Brookline from Industrial Services to a new Municipal Services category.*
- > *Assess potential need for enhanced or expanded facilities and programs at the Brookline Senior Center. Relocate off-street parking from the Fuller Street lot to an alternative location.*
- > *Develop a strategic plan for short and long term programs and services for seniors as part of the 50 year anniversary of the Council on Aging.*
- > *Identify a location for a Parks and Open Space Office and Maintenance Facility.*
- > *Identify a location for a Building Maintenance Facility to serve Town and School facilities.*
- > *Create standards and procedures for maintenance and the review of repairs and alterations to Town-owned historic buildings and landscapes, including Putterham School and Devotion House.*
- > *Provide for ADA accessibility throughout Town facilities.*
- > *Implement microclimate study and Green Brookline plans and recommendations.*
- > *Study the need for affordable live/work artist space.*  
Affordable housing is a pressing need in Brookline and is difficult to provide under any circumstances. The Brookline Arts Commission should survey artists, perhaps with the assistance of graduate students in one of the region's public policy graduate schools, to gauge the extent of the specific need for artists' live/work spaces.
- > *Organize programs for art in public spaces, e.g., festivals, storefront displays.*  
The Economic Development Department and the Brookline Arts Commission should work together to encourage the display of art by Brookline artists in commercial districts. For example, the Somerville Arts Council sponsors storefront displays of art for several weeks each year in commercial districts.
- > *Develop a long-term plan to provide sustained funding for public art through the CIP.*  
Many governments and public agencies have recognized that

public art adds to the identity and vitality of public spaces. Some public agencies have a “1 percent for art” program through which one percent of any project’s cost is devoted to providing public art.

- > *Facilitate the creation of an interdisciplinary exhibition and performance space.*
- > *Incorporate public art into commercial district streetscapes, such as identity and gateway-marker programs.*
- > *Establish a plan for incorporating art in public places in the town.*
- > *Support Performing Arts in Brookline that were ranked highly in a recent attitude and opinion survey conducted for Parks and Recreation Commission.*
- > *Continue to support the Coolidge Corner Theater and consider relationships to the Coolidge Corner District Plan.*
  - Support ongoing capital improvements.
  - Incorporate potential needs in any redevelopment of the Centre Street parking lot.
- > *Continue to pursue strategies to identify facilities that would permit the expansions of early childhood education opportunities and other school programs requiring more space.*
- > *Continue Town investments in Information Technology and Telecommunications.*
  - Provide adequate facilities and programs to Brookline Access Television.
  - Continue to pursue E-Government initiatives.
  - Implement the IT plan and the recommendations of the Wireless Communications Committee.
  - Explore the feasibility of a Town-wide wireless network to provide access to the internet

### **Design and Physical Improvements**

- > *Advance school capital improvements in several facilities including major improvements to:*
  - Devotion School
  - Runkle School
  - Universal access to buildings

- > *Advance Town Hall Renovations.*
  - HVAC and window improvements are the highest priority.
  - Evaluate spatial locations of Town agencies and functions to improve public access.
  - Consider providing first floor meeting space that can remain open when the rest of Town Hall is closed.
- > *Advance Health Department Renovations.*
- > *Advance branch library capital improvement projects as finances permit.*

### **Financial**

- > *Continue to pursue implementation of a Payment-in-Lieu-of-Taxes program (PILOT) with Boston University and other tax exempt institutions that require Town services.*
- > *Explore a Zoning By-law amendment requiring that all new residential developments over six units submit a fiscal impact statement regarding their net impact on Town finances and resources.*



# GLOSSARY

*This glossary is provided for the reference and convenience of readers and does not supercede any of the text in the main document of the Comprehensive Plan.*

**Affordable Housing**—Housing that is within the means of a low- or moderate-income household, as defined by state or federal legislation.

**AHTF**—Affordable Housing Task Force, a Town committee appointed by the Selectmen, and charged with increasing the supply of affordable housing in Brookline.

**BHA** — Brookline Housing Authority, the public housing authority for the Town. The BHA manages much of the affordable housing in Town. BHA members are elected.

**CDBG**—Community Development Block Grant, a federal program that provides the Town with approximately \$1.9 million a year (as of 2004) to provide low- and moderate-income residents with housing, public facilities, and social services.

**Chapter 40B**—Also known as the "Comprehensive Permit Law" or the "anti-snob zoning act", a state law that allows developments containing at least 25 percent affordable housing units to waive local zoning requirements. See the Affordable Housing section of the Comprehensive Plan for more information on 40B.

**Chapter 40R**—A state law passed in 2004 that provides incentives for municipalities to develop affordable housing in areas around transit.

**CIP**— Capital Improvement Program, the Town's five year plan for capital improvements such as rehabilitation of buildings and roadway repairs. The CIP is updated every year.

**Comprehensive Plan**— A long-range plan intended to guide the growth and development of a community or region. It typically includes inventory and analysis leading to recommendations for the community's future. Comprehensive Plans cover all issues relating to a community, including housing, land use, transportation, community facilities, open space, and economic development.

**CPC**— Comprehensive Plan Committee, the group that guided development of the Comprehensive Plan with support from consultants and Town staff.

**CPA**— Community Preservation Act, a state law that provides matching funds for open space, affordable housing, and historic preservation for municipalities that have agreed to increase their property tax levies by up to 3 percent as a match. To date, Brookline has not adopted the CPA.

**DAT**— Design Advisory Team, a group appointed as part of the development review process to advise developers, the Planning Board, and Board of Appeals on the physical appearance and layout of proposed developments.

**DCR**— Division of Conservation and Recreation, the successor agency to the Metropolitan District Commission. DCR owns and manages many regional open spaces and roadway, including the Riverway and Olmsted Park.

**Demolition Delay By-law**— A local by-law that permits the Preservation Commission to delay the demolition of a building that is considered to have possible historic significance. This delay can be for up to a year, and is designed to allow time for a discussion to occur about possible alternatives to demolition.

**EPA**— The Environmental Protection Agency, the federal agency responsible for regulating many issues related to clear air and water.

**EDAB**— Economic Development Advisory Board, a Town board appointed by the Selectmen to provide input on increasing the Town's commercial tax base in a way that is sensitive to the quality of life for residents.

**Executive Order 418 (EO 418)**— A state program that requires Massachusetts communities to demonstrate that they are taking steps to increase their supply of affordable housing. Municipalities must obtain housing certification to be eligible to receive certain state and federal grant funds. Executive Order 418 also provided funding and guidance for municipalities to complete “Community Development Plans,” plans similar to Comprehensive Plans but only including four elements (transportation, open space, economic development and housing).

**FAR**— Floor Area Ratio, the gross floor area of all buildings or structures on a lot divided by the total lot area.

**FTE**— Full-Time Equivalent, a measure of how many full-time jobs that exist, would be created, or are otherwise measured. Part time jobs can be converted into FTE jobs based on a ratio of the number of hours per week in the part time job to the number of hours per week in a full time job (usually 40).

**GOSR**— Greenway Open Space Residential subdivisions, a tool by which a parcel of land can be developed in a more flexible way. A GOSR subdivision might include the same number of residential units as a conventional subdivision, but would located them in a way that protects that better preserves any sensitive parts of the land.

**HAB**— Housing Advisory Board, an advisory board created by the Board of Selectmen in 1987 that advises them on the development of affordable housing.

**HOME**— Home Ownership Made Easy, a program administered by the U.S. Department of Housing and Urban Development for the purpose of expanding the supply of decent, affordable housing for low-income families. Brookline participates in a consortium of nearby municipalities that work together on HOME programs.

**HUD**— Department of Housing and Urban Development, a cabinet-level federal agency that promotes housing and urban development in the United States through direct loans, mortgage insurance, and other programs.

**Local Historic District**— A district designated by the Brookline Preservation Commission within which the building and resources are of basic and vital importance. Local districts usually design review and approval for most exterior building changes or new construction.

**MAPC**— Metropolitan Area Planning Council, a regional planning agency representing 101 cities and towns in the Boston metropolitan area. Created by an act of the Legislature in 1963, it serves as a forum for state and local officials to address issues of regional importance.

**MASCO**— Medical Academic and Scientific Community Organization, Inc., a charitable corporation established in 1972 to plan, develop, and enhance the Longwood Medical and Academic Area (LMA) for the benefit of the general public and its members, and to create and implement programs that assist the institutions and individuals in the LMA.

**MBTA**— Massachusetts Bay Transportation Authority, the regional transit authority for the metropolitan Boston area. The MBTA provides three heavy rail lines (the Red, Orange, and Blue lines) and two light rail lines (the Green line, including the B, C, D and E branches, and the Mattapan Trolley). It also operates busses throughout the region, trackless trolleys, and one "Bus Rapid Transit" line, which operates large busses in a separate bus lane with limited stops along Washington Street in Boston.

**MDC**— Metropolitan District Commission, an agency that managed parkways and reservations and other open space resources in the Boston metropolitan area until replaced with the Division of Conservation and Recreation in 2003 (see DCR).

**National Register of Historic Places**— The official list established by the National Historical Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history of whose artistic or architectural value is unique.

**Nonpoint-Source Pollution**— Pollution discharged over a wide land area, not from one specific location.

**Open Space**— Any parcel or area of land or water essentially unimproved and set aside, dedicated, or reserved for public or private use.

**PDD**— Planned Development District, an overlay district that allows more flexible development if the land owner(s) work with the town and other stakeholders to develop a conceptual master plan for development of the district. This tool is intended primarily for use in some of the institutional areas in southern Brookline as a way of ensuring that the land is not developed piecemeal.

**SRO**— Single Room Occupancy, a housing type consisting of one room, often with cooking facilities and with private or shared bathroom facilities.

**TDM**— Traffic Demand Management, strategies aimed at reducing the number of vehicle trips, shortening trip lengths, and changing the timing of trips out of peak hours.

**TDR**— Transfer of Development Rights, the removal of the right to develop or build, expressed in dwelling units per acre or floor area, from land in one zoning district to land in another district where such transfer is permitted.

**Zipcar**— A car sharing program that provides access to on-demand transportation, complementing other means of mobility. Users typically pay an hourly fee while the company covers the cost of gas and insurance. Members can reserve cars on-line or by phone, and access cars with a membership card. Many municipalities in the Boston area actively support Zipcar by providing public parking spaces for their vehicles.

**Zoning ByLaw**— A document that delineates zoning districts and the regulations governing the use, placement, spacing, and size of land and buildings.

# INDEX

*This index is provided for the reference and convenience of readers and does not supercede any of the text in the main document of the Comprehensive Plan.*

---

## A

Action Plan, 9, 26, 31  
Affordable housing, 4, 24, 45-60  
    accessory units, 56  
    defined, 48  
    funding, 58-60  
    inclusionary zoning, 49-52, 58  
    and income, 48  
    inventory, 45-46, 49-51  
    key recommendations, 46  
    location and costs, 52-53  
    map, 54  
    new and existing, 56-58  
    parking, 53  
    Route Nine, 70  
    state regulations, 45, 60  
    vision statement, 47  
    vouchers, 51, 60  
    zoning, 48, 56-58  
Air-rights development, 129  
Allandale Farm, 12-13, 17  
Approval Not Required (ANR) language, 97  
Art exhibits, 150  
Artists' living/work space, 150  
Athletic fields, 17

---

## B

Beacon Street, 141, 143  
Bicycles, 38, 71, 139  
Brookline Arts Commission, 146, 150  
Brookline Village, 39-40  
    District Plan, 31  
    Gateway East, 64-66, 71  
    parking, 138, 141  
    zoning, 128  
Building design, 40  
Business Improvement District (BID), 131  
Businesses, 20, 122-123

---

## C

Capital Improvement Program (CIP), 19, 145  
Chapter 40B, 50, 60  
Chestnut Hill Village  
    District Plan, 31  
    Gateway West, 68-69, 71-72  
    Route Nine, 64

    zoning, 128  
Climate change, 88  
Cluster zoning, 58, 95, 112, 116  
Commercial areas, 5, 20, 28  
    affordable housing, 58  
    infill/mixed-use development, 111-112, 124, 128-129, 139  
    neighborhoods and districts, 35  
    open space, 100  
    parking, 38, 122, 129, 131, 136, 139  
    Route Nine, 64-67, 70  
    *Streetscape Master Plan*, 131, 149  
    zoning, 20, 128  
    *See also* Economic development  
Community Development Block Grants, 52-53, 59  
Community Preservation Act (CPA), 59  
Comprehensive Plan Committee (CPC), 7  
Condominiums, 59, 109-110  
Conservation land, 17. *See* Open space and natural resources  
Coolidge Corner, 20, 39-40, 119  
    District Plan, 31, 140, 151  
    parking, 129, 131, 138, 141  
    zoning, 128  
Cottage Farm, 75  
Cultural facilities. *See* Town, school, and cultural facilities  
Cypress Village, 64, 71

---

## D

Debt, 18-19  
Demographic profile, 106  
Demolition Delay by-law, 37, 76, 78  
Development, 20  
    density of, 110-111, 118-120  
    expiring use, 51  
    and infrastructure, 110  
    neighborhoods and districts, 30-35  
    *See also* Commercial areas; Economic development; Zoning  
District Plans, 31-32, 34, 39, 43  
Districts, 30  
    *See also* Neighborhoods and districts  
Diversity, 14  
    *See also* Affordable housing

---

## E

Economic development, 5, 20, 121-131  
existing businesses, 122-123  
growth, 121  
infill/mixed-use development, 111, 124, 128-129, 139  
management and planning, 129-131  
map, 126  
new, 123-125  
Route Nine, 124  
workforce training, 124, 130  
zoning, 128  
*See also* Commercial areas

Education. *See* Schools

Emerald Necklace, 71, 84, 87-88, 90

Emissions, 88

Employment, 20, 124

Environmental management, 87

Expiring use development, 51

*Exploring the Paths of Brookline*, 98-99

---

## F

Family households, 106

Fences, 114

Finances, 18-20

Fisher Hill, 149

Form-based zoning, 33

Funding, 9

Future Search, 7

---

## G

Gateway East, 64-66, 71

Gateway West, 68-69, 71-72

General Fund, 18

Goals, 6, 26

Graffam-McKay, 75

Greenway Open Space Residential (GOSR)  
zoning, 95, 112, 116

Greenways, 17, 94-95

---

## H

Hammond Pond Parkway, 72

Hemlocks, 87, 91

Heritage Greenway Trail, 99-100

Heritage Tree by-law, 90

Historic Preservation Plan, 75

Historic resources, 4, 28

adaptive reuse, 79

Demolition Delay by-law, 37, 76, 78

landmarks by-law, 78

Local Historic Districts, 37, 75-76, 78

management and planning, 79-81

map, 81

NCDs, 78-79

neighborhoods and districts, 37

physical improvements, 80

rights donation, 78

town buildings, 150

vision statement, 75

History of Brookline, 12-13

Hoar Pond, 17

Housing, 4, 105-120

commercial areas, 111-112

composition of, 109-110

development density, 110-111, 118-120

distribution, 14, 106

growth, 107-109

and income, 48-49

and land use, 5

map, 113

owner-occupied, 15, 106, 109-110

and parking, 53, 110-112

and population, 105-106

prices and age, 15, 48

regulatory strategies, 112-114

rental, 15, 48-50, 106, 109-110

vision statement, 105

zoning, 15, 110, 112, 114, 116-117

*See also* Affordable housing

Housing Authority Board (HAB), 51

*Housing Brookline* report, 46

---

## I

Inclusionary zoning, 49-52, 57-58

Income, 14, 48-49

Infant Jesus-Saint Lawrence Church, 67, 72

Infill development, 111, 124, 128-129

Inner West Transportation Study, 140

Interim zoning, 34

*Issues and Opportunities Reports*, 8, 13

economic development, 122

historic resources, 75

housing, 46, 106  
open space, recreation, and water  
quality, 83  
Route Nine, 63  
transportation, 136

---

## L

Land use and housing, 5  
*See also* Housing; Neighborhoods and  
districts  
Landmark by-law, 78  
Landscape standards, 98  
Lincoln School, 71, 149  
Local Historic Districts, 37, 75-76, 78  
Longwood Medical and Academic Area, 59,  
67, 130, 141  
Lynch, Kevin, 39-40, 42

---

## M

Mansionization, 111-112  
Maps  
affordable housing, 54  
economic development, 126  
historic resources, 81  
land use and housing, 113  
natural resources, 86  
neighborhoods and districts, 29  
open space, parks, and recreation, 92  
Route Nine Corridor, 62  
town, school, and cultural facilities, 147  
trails and pedestrian routes, 98-99  
transportation and mobility, 135  
MBTA, 136, 140  
Mixed-use development, 111-112, 128, 139  
Mobility. *See* Transportation and mobility  
Muddy River, 12-13, 17, 84, 87-88

---

## N

Natural resources. *See* Open space and  
natural resources  
Neighborhood Conservation Districts  
(NCDs), 78-79  
Neighborhoods and districts, 4, 27-44  
and affordable housing, 53  
commercial areas, 35  
defined, 30, 32, 43-44

District Plans, 31-32, 34, 39, 43  
historic, 37  
infill development, 111  
interim zoning, 34  
key recommendations, 28  
map, 29  
Neighborhood Plans, 32-34, 39, 43  
open space, 28, 35-36  
parking and transportation, 37-38  
planning, 28, 30, 39-44  
quality of life, 24  
vision statement, 27

News racks, 128

---

## O

O-2 zoning, 70, 72  
Open space and natural resources, 5, 17, 83-  
103  
climate change and emissions, 88  
cluster subdivisions, 116  
commercial areas, 100  
funding, 97-98  
improvements, 91, 99-100  
management and planning, 90-91, 98-99  
maps, 86, 92  
neighborhoods and districts, 28, 35-36  
*Open Space 2000 Plan*, 7, 35, 93, 99  
PPD overlays, 95  
privately owned, 36, 93, 99  
protected/unprotected, 88, 93  
regulatory strategies, 90, 94-97  
requirements, 96  
TDR strategy, 97  
vision statement, 83  
water management, 17, 85-88  
wetlands, 84-87  
wildlife habitat, 85-87  
zoning, 90, 94-96, 116  
*See also* Parks and recreation  
Overlay districts, 59-60, 95, 117

---

## P

Parking, 16, 28  
bicycles, 139  
commercial areas, 38, 122, 129, 131,  
136, 139

and housing development, 53, 110-112  
neighborhoods and districts, 37-38  
Parking Districts, 117, 138  
signage, 131  
and transportation, 136, 138, 141-142  
vegetated areas, 96  
Parks and recreation, 5, 17, 93-103  
facilities and programs, 101  
greenways, 17, 94-95  
improvements, 102-103  
management, 102  
map, 92  
pocket parks, 36, 98  
small green open spaces program, 91  
vision statement, 83  
*See also* Open space and natural resources  
Payment-in-Lieu-of-Taxes (PILOT) program, 146, 152  
Pedestrian amenities, 71-72, 123, 131, 142  
Pehlke, Linda Olson, 99  
Performing arts, 151  
Pill Hill, 75  
Planned Development Districts (PDDs), 58, 95, 112, 116  
Plans, 7-8  
Action Plan, 9, 26, 31  
*Climate Change Plan*, 88  
District Plans, 31-32, 34, 39, 43  
*Emerald Necklace Master Plan*, 88, 90  
Neighborhood Plans, 32-34, 39, 43  
*Open Space 2000 Plan*, 7, 35, 93, 99  
Route Nine Plan, 70  
*Stormwater Management Master Plan*, 87-88, 90  
*Streetscape Master Plan*, 131, 149  
*Sustainability Inventory*, 88  
*Wastewater System Master Plan*, 87-88, 90  
Planning Board, 33  
Pocket parks, 36, 98  
Policies, 6, 26  
Pollution, water, 85-87, 91  
Population, 14, 105-106, 108-109  
Preservation. *See* Historic resources; Open space and natural resources

Preservation Commission, 75-76  
Project for Public Spaces, 36  
Property taxes, 18  
Public art, 150-151  
Public gathering places, 118, 123, 131  
Public transportation, 16  
*See also* Transportation and mobility

---

**Q**  
Quality of life, 24, 105

---

**R**  
Recreation, 5, 17, 100-103  
Rental housing, 15, 48-50, 106, 109-110  
*See also* Affordable housing; Housing  
Residential areas. *See* Housing; Neighborhoods and districts  
Retail and restaurant development, 128, 130  
Roadways, 39  
Route Nine, 4, 61-72  
affordable housing, 70  
commercial/residential development, 64-67, 70, 124  
map, 62  
pedestrian amenities, 71-72  
study, 63, 139  
traffic, 24-25, 63  
vision statement, 61  
zoning, 70-72, 128  
*See also* Transportation and mobility

---

**S**  
Schools, 5  
and affordable housing, 55  
capital improvements, 151  
diversity, 14  
early childhood education, 151  
private, 101  
public/private partnerships, 149  
spending, 19, 145-146  
*See also* Town, school, and cultural facilities  
Senior citizens, 106, 110, 150  
Shared-car programs, 141  
Sidewalks, 71-72, 123, 131, 142  
Signage, 80, 130-131, 142

Signals, traffic, 142  
Soule Recreation Center, 100-101  
Spending, 19  
*State of Brookline Business 2002, The*, 122  
Stormwater control, 85, 87-88  
*Stormwater Management Master Plan*, 87-88,  
90  
Strategies, 6-7, 26  
Streetscapes, 40-43, 131  
Sustainability, 88

---

## T

Tax Increment Financing, 59  
Taxes, 18, 20  
    commercial/residential, 121  
    rates and revenues, 20  
Tax-title properties, 59  
Tear-downs, 111  
Tercentenary Year, 75, 79  
Timeframe, 9  
Town Hall, 152  
Town, school, and cultural facilities, 5, 145-  
152  
    capital improvements, 151-152  
    information on, 146  
    map, 147  
    regulatory and management strategies,  
149-151  
    spending, 145-146  
    vision statement, 145  
Traffic, 5, 136  
    calming, 140, 142  
    Route Nine, 24-25, 63  
    study, 63  
Trail maps, 98-99  
Transfer of development rights (TDR), 97,  
117  
Transit Oriented Development (TOD)  
    Overlay Districts, 117, 138  
Transit service, 67, 136, 140  
Transportation and mobility, 5, 16, 28, 133-  
143  
    current initiatives, 137  
    journey-to-work trips, 134  
    management and planning, 139-141  
    map, 135

MBTA, 136, 140  
neighborhoods and districts, 37-38  
and parking, 136, 138, 141-142  
traffic, 5, 24-25, 63, 136, 139-140, 142  
vision statement, 134  
*See also* Route Nine

Transportation Demand Management (TDM)  
    programs, 138  
Transportation Management Association  
    (TMA), 141  
Trees, 17, 87, 90-91

---

## U

Updates, 9  
Urban Center Housing areas, 59  
Urban design  
    neighborhoods and districts, 39-44  
    Route Nine, 64

---

## V

Vehicle ownership, 16  
Vernal pools, 91  
Vision of Brookline in 2015, 2, 4-5, 22-26  
Vision statements, 24, 26  
    affordable housing, 47  
    economic development, 122  
    historic resources, 75  
    land use and housing, 105  
    natural resources and open space, 83  
    neighborhoods and districts, 27  
    Route Nine, 61  
    transportation and mobility, 134  
    town, school, and cultural facilities, 145  
Visual Analysis of Brookline, 39

---

## W

Washington Square, 141  
*Wastewater System Master Plan*, 87-88, 90  
Water management, 17, 85-88  
Webster Street Hotel, 123  
WestMetro HOME Partnership Consortium,  
52-53  
Wetlands, 84-87  
Wildlife habitat, 85-87  
Wireless communications, 148, 151  
Workforce training, 124, 130

---

## Z

Zoning, 5, 116-117

- affordable housing, 48, 56-58
- by-law amendments, 6
- Chapter 40B, 50, 60
- cluster, 58, 95, 112, 116
- commercial areas, 20, 128
- fiscal impact statements, 152
- form-based, 33
- GOSR, 95, 112, 116
- historic buildings, 79
- housing, 15, 110, 112, 114, 116-117
- inclusionary, 49-52, 57-58
- interim, 34
- and land use, 112, 114
- open space, 90, 94-96, 116
- O-2, 70-72
- overlay districts, 59-60, 95, 117, 138
- Parking Districts, 117
- PDDs, 58, 95, 112, 116
- Route Nine, 70-72, 128
- single-family, 109
- TDR system, 117
- transportation, 138
- wireless telecommunications, 149





Department of Planning and Community Development  
Town of Brookline  
333 Washington Street, Second Floor  
Brookline, MA 02445

<http://www.town.brookline.ma.us/planning>